

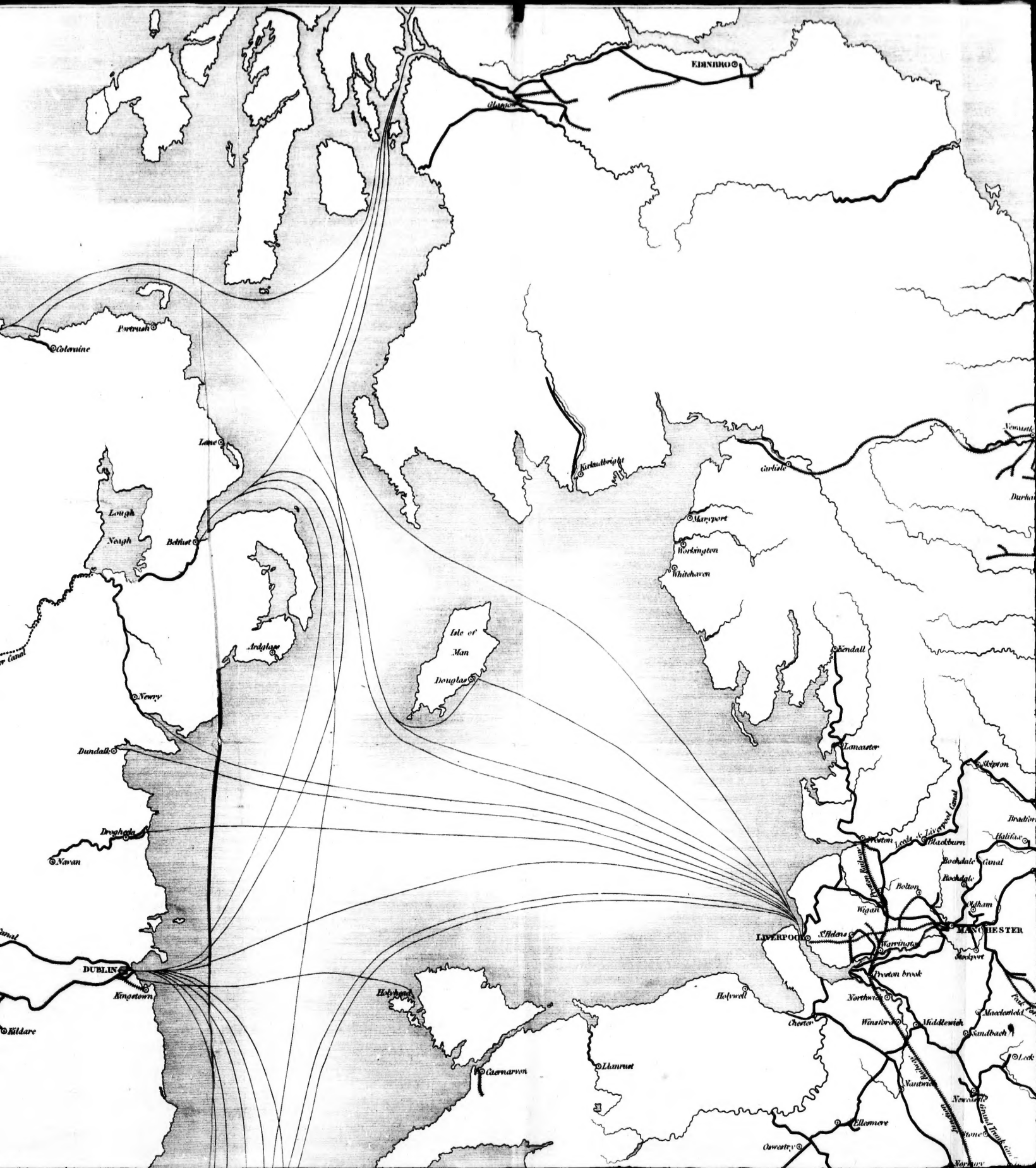
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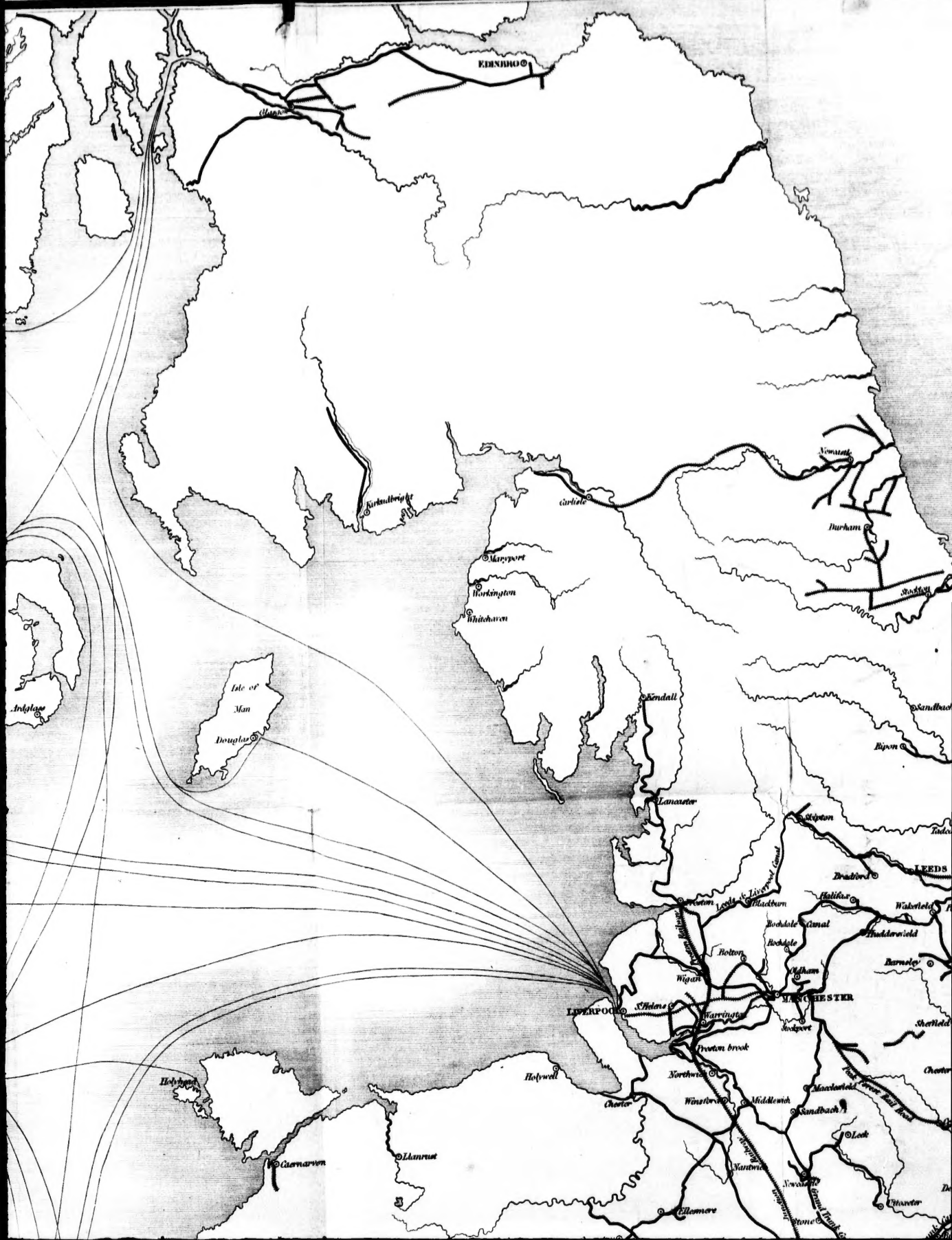
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Comparative View
of the
INLAND NAVIGATION
OF
England & Ireland.

1835.

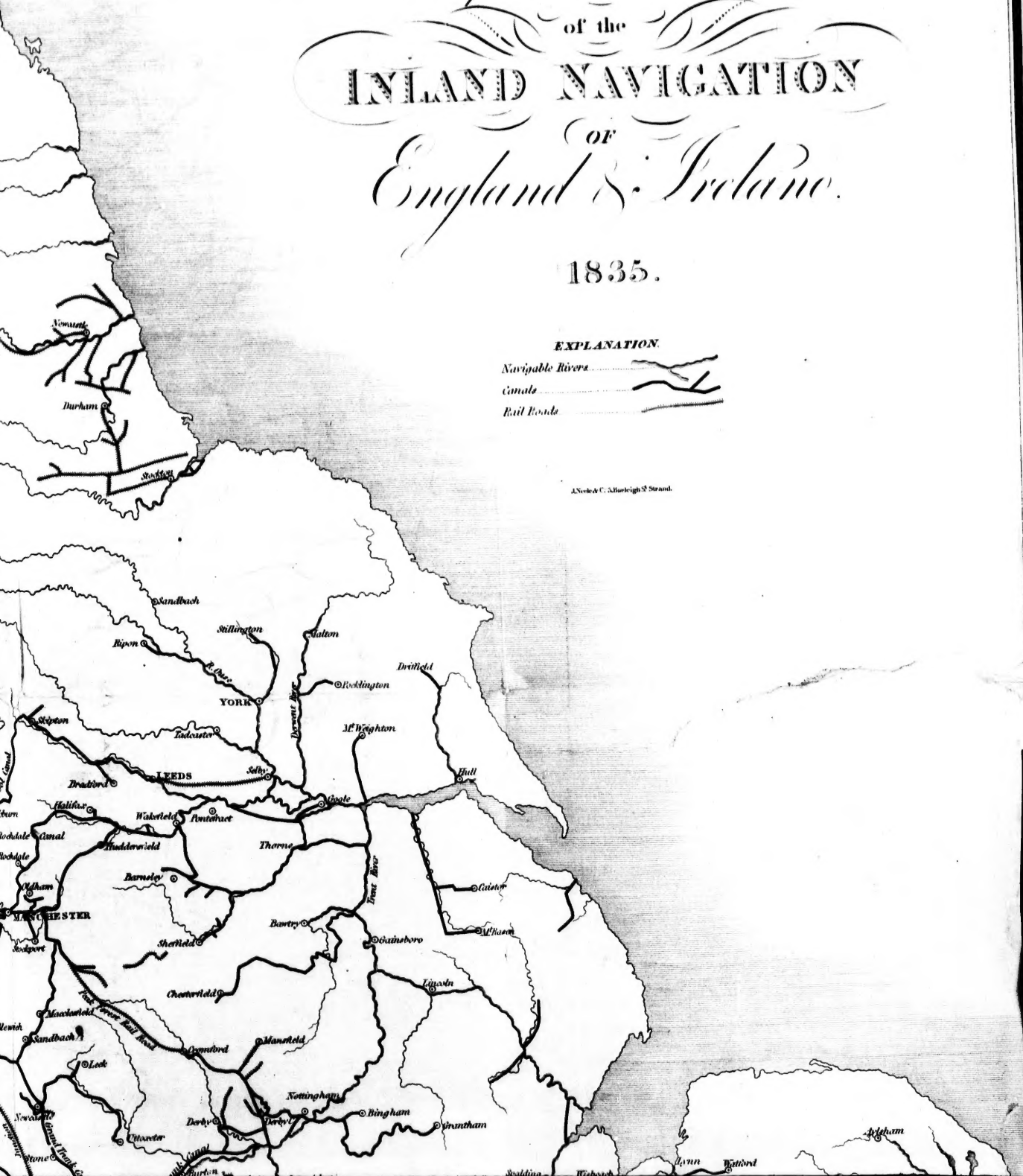
EXPLANATION.

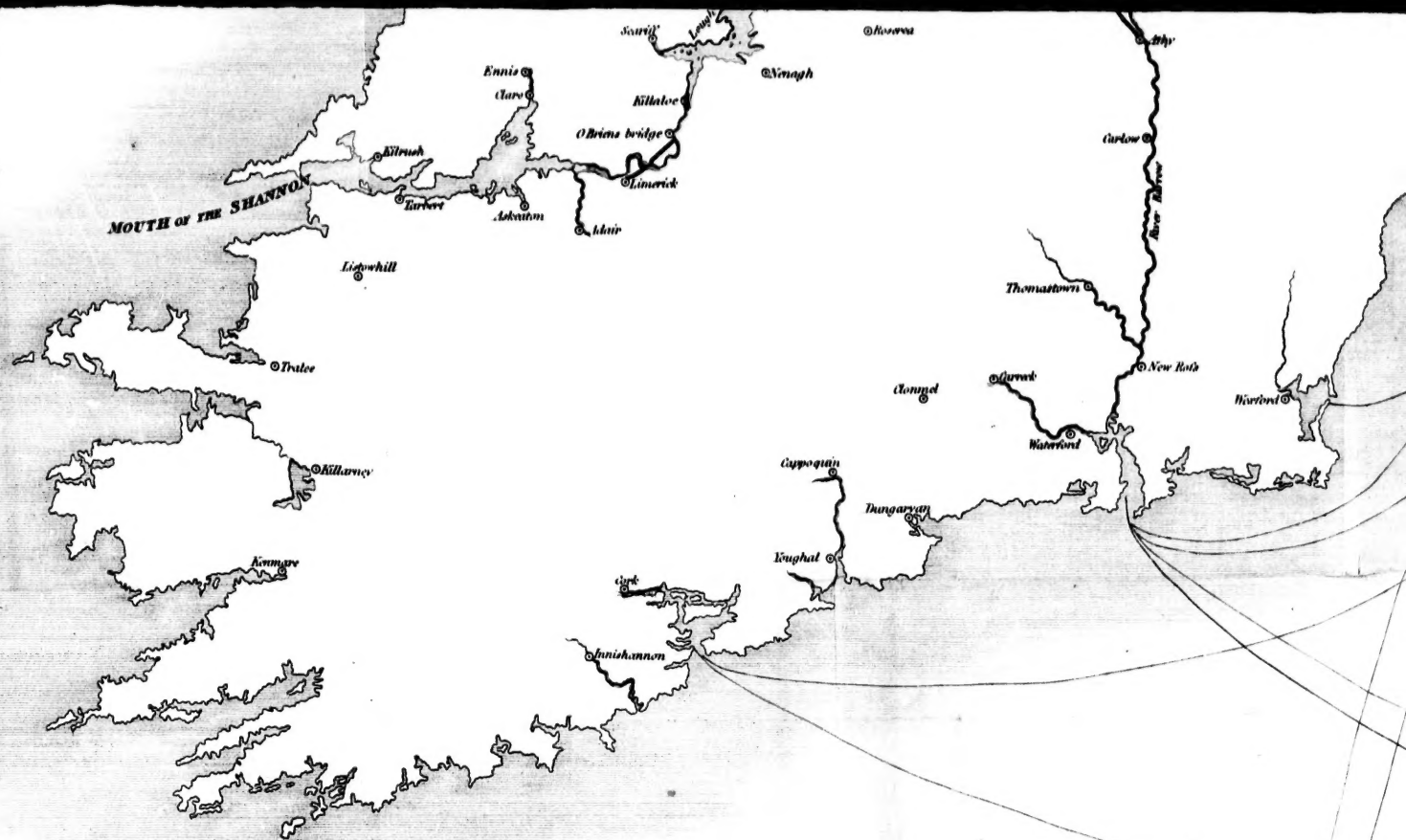
Navigable Rivers.....

Canals.....

Rail Roads.....

A. N. & C. A. B. & C. Strand.



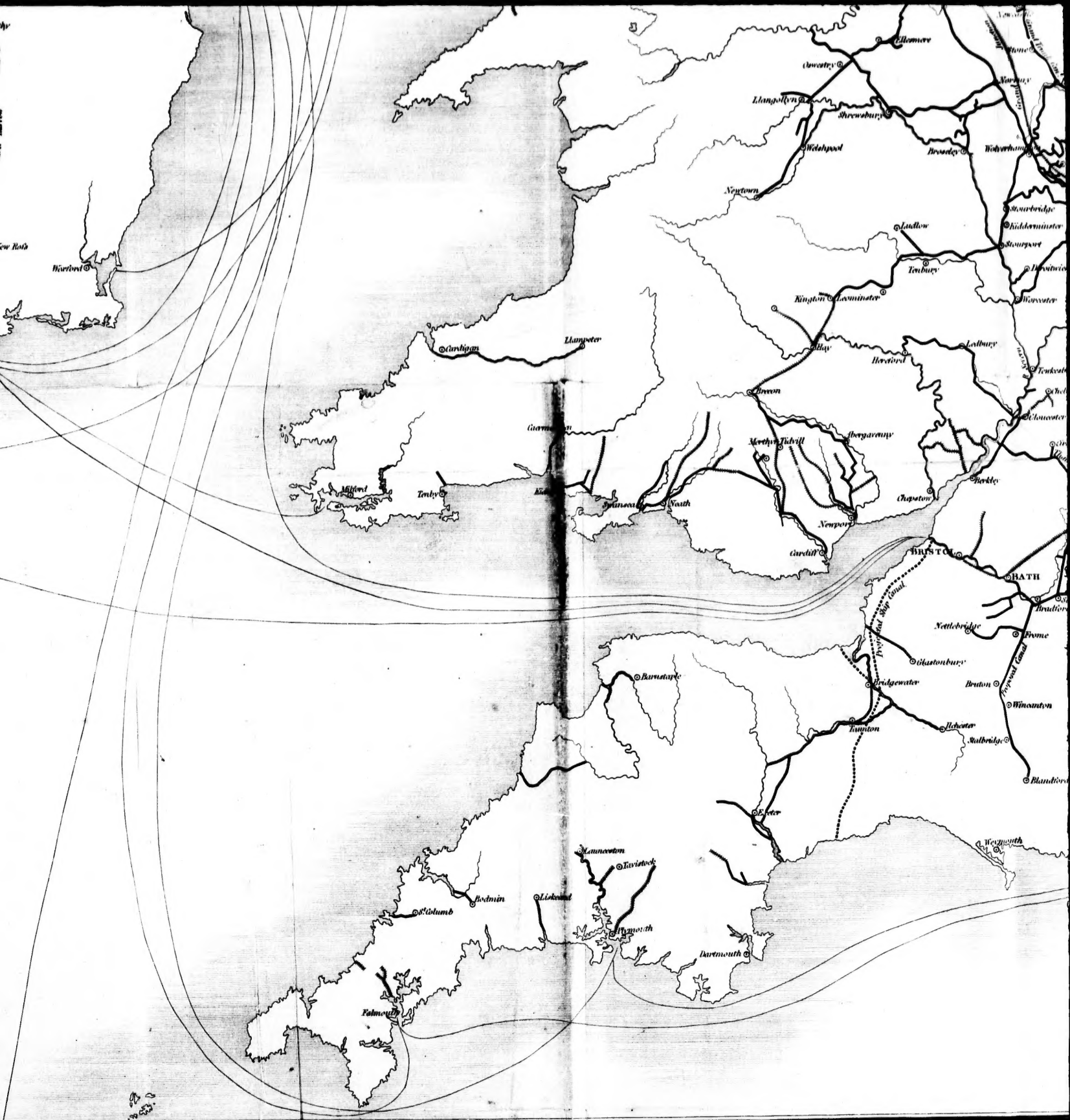


The Tributary rivers of the
Shannon are not laid down.

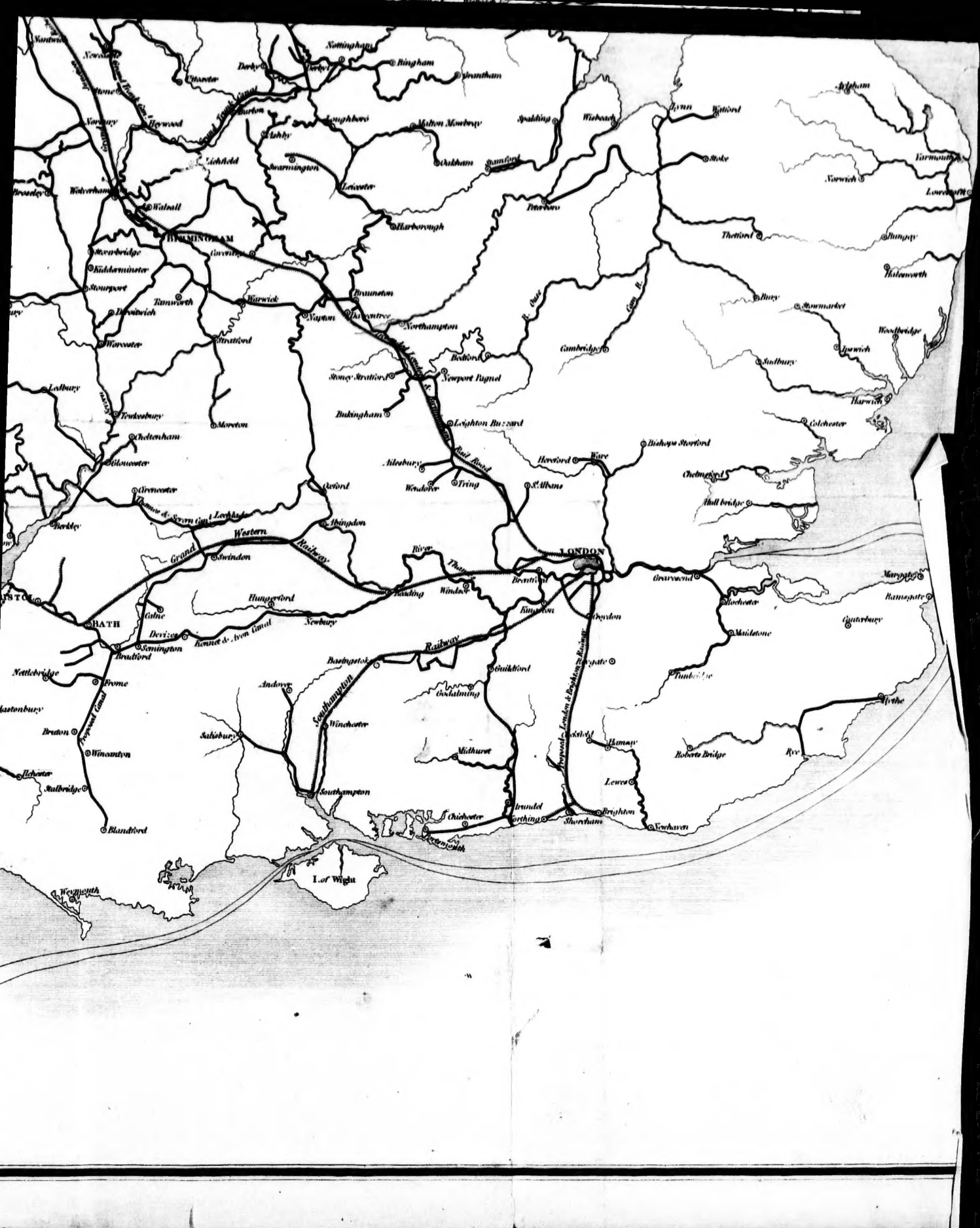
*Comparative extent of Navigations and
Rail Roads.*

	Miles
<i>In England</i>	
Canals	2174
Navigable Rivers	1820
Canals in progress	40
Rail Roads made	
& in Progress	500 4534
<i>In Ireland</i>	
Canals	212
Navigable Rivers	171
383 Irish or British Miles	481
River Shannon from its Source to the Sea	234

Lines of Steam Communication







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J. P.

A
SPEECH
ON THE
IMPROVEMENT OF THE SHANNON,
*BEING IN CONTINUATION OF THE DEBATE IN THE
HOUSE OF COMMONS, 12th MAY, 1835,*
GIVING
A COMPARATIVE VIEW
OF THE
NAVIGATION OF THE RIDEAU CANAL, IN CANADA,
AND THE
RIVER SHANNON, IN IRELAND;
WITH OBSERVATIONS ON THE VALUE OF A CONNECTION BY
STEAM PACKETS, WITH BRITISH AMERICA.

London:

J. BAIN, 1, HAYMARKET; W. CURRY, DUBLIN; T. KAYE, LIVERPOOL

1835.

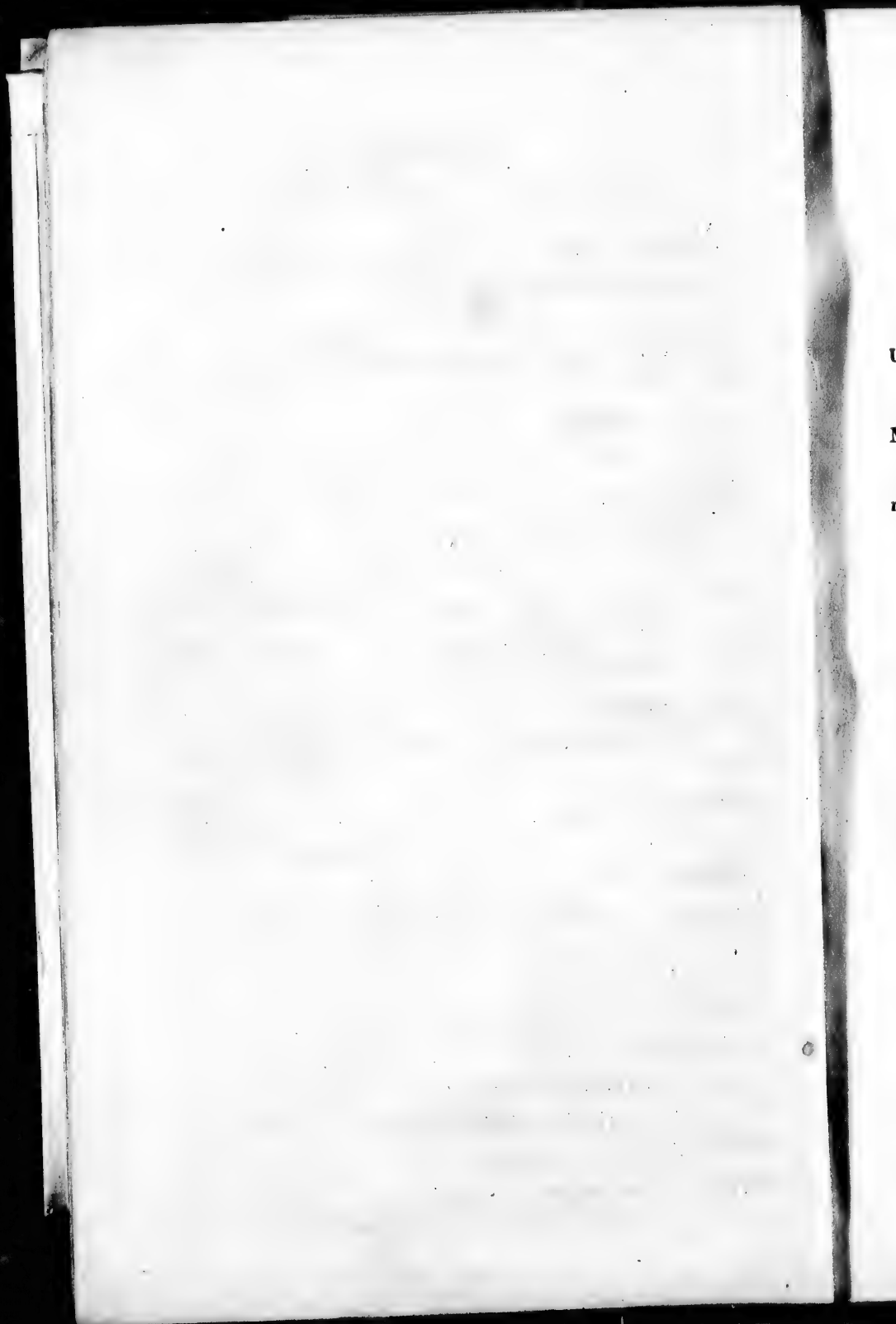
ERRATA.

Page 8, second line from the bottom, for *stomachs* read *stomach*.

Page 21, first line in the page, for £500 read £5000.

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TO THE
REPRESENTATIVES
OF THE
UNITED KINGDOM OF GREAT BRITAIN AND IRELAND.

MY LORDS AND GENTLEMEN,

HAVING just perused the Report of the Debate on the motion of Lord Kerry—

“That an humble address be presented to His Majesty, that he will be graciously pleased to give directions to the Irish Government *to take such steps, without delay*, as shall appear to them to be adviseable for the purpose of *carrying into effect* the measures recommended in the Report of the Select Committee appointed during the last Session, *to enquire into the state of the Navigation of the River Shannon.*”

And being desirous of submitting to your consideration the result of my observations on this important subject, I beg leave to trespass on your attention, in the hope that the arguments and facts I now bring forward may not be altogether unavailing, when this measure shall be again before you.

Had I been a Member of your House on the occasion of that Debate, I should have risen, and addressing Mr. Speaker, have said,

SIR,

The motion of the Noble Lord is, in my opinion, of so important a character, and involves the consideration of so many of the best and dearest interests of the United Kingdom, that, with permission, I will state my reasons for urging this House to accede to the motion of the Noble Lord, and to promote the object which it contemplates.

Were that object one of doubtful policy—of minor importance—of merely local interests, I should not now engage the attention of the House. Regarding it however, as one which deeply concerns the peace, the prosperity, the commercial advantages, and even the financial interests of the Kingdom at large; I claim your indulgence while I submit the grounds on which I have come to the conclusion, that Parliament should no longer lend itself to that baneful system of procrastination and neglect, to which I attribute a large portion of the difficulties, and I may add, dangers, which surround the whole question of Irish Politics.

In the debate which has taken place, the Chancellor of the Exchequer (Mr. Rice) has frankly and distinctly admitted the importance of the measure, of rendering the River Shannon—this great high road—this main channel of inland water communication in Ireland, available, and his desire for its accomplishment.

Had I found this feeling to be general, I should not now urge the question further. Perceiving however, and with the deepest regret, that the subject has been introduced by his Lordship, and the discussion carried on, amid the most discreditable confusion, and under the disadvantages of a most unwilling auditory, I have no alternative but that of pressing myself in this way on the attention of Honourable Members, and on the public ear, so that the odium of its rejection, should such be its fate, shall not be attributable to a deficiency on the score of merits, but to the true cause—the apathy of some—the ignorance of others—and in many, to the absence of that just sense of public duty in a body of national representatives, which demands that the greatest attention be given to matters affecting the greatest interests.

I have stated that the Chancellor of the Exchequer has admitted the importance of this measure, which is nothing less than imparting a sound and vivifying action to a large, and unquestionably the most dependant part of the population of Ireland.

The predecessor in office of that Right Honourable Gentleman (Sir Robert Peel,) has however, approached the question, with so much of doubt and indecision, and such an apparent absence of zeal in its behalf; that, considering who that individual is, and his great powers and influence in this House, and the Country, I feel

no small alarm lest those doubts, becoming infections, may paralyze our efforts, and once more throw the subject back on the chances of time and circumstances.

But how different would have been the case, had this House the benefit of his opinion—the weight of his judgment—and the light of his great experience—frankly and generously thrown over this long neglected subject.

That Right Honourable Baronet in the speech which he has addressed to the House, has spoken of the “absence of the necessary information.” He has said, “if an opinion is to be implied “by concurring in the motion of the Noble Lord, let the House “have the necessary papers and sufficient information.”

Sir, I cannot believe that Right Honourable Baronet intended to convey an idea that, sufficient information had not yet been collected to enable the house to legislate safely. This house cannot want further information. The Right Honourable Baronet cannot want further information or time to consider its bearings. I well recollect that above twenty years ago, when that Right Honourable Gentleman was Secretary for Ireland, this very subject engaged much of his attention, and at his instance, became the object of a long and interesting Parliamentary enquiry. That in one remarkable instance, the conduct of the then Government Board of Inland Navigation drew from him some indignant expressions of honest censure for their ill judged obstruction of the navigation on this very river.*

* The proceedings of the Directors General, as given in the Parliamentary Papers, printed by the House of Commons, 22nd July, 1812, give the following facts:—The Limerick Navigation, which had been opened for some years, and on which the Directors General had undertaken some works, was, by the very Board which was constituted to promote Inland Navigations, and in consequence of a dispute with the Limerick Navigation Company, shut up from March, 1809, to May, 1812, “by means of a dam across the Canal, and by “preventing water being let in on the levels.” Yet during that very period, on the 22nd May, 1810, the Directors General recommended to Government, that new surveys of all practicable Navigations should be made, and without delay. On the 21st August, 1810, the Irish Government approved of the recommendation. On the 21st September, 1810. Mr. Killaly was appointed to execute those surveys, and received detailed instructions. On the 31st August, 1811, Mr. Killaly made a Report, with a survey of certain lines of new Navigations and branches to Roscrea, Nenagh, and even to *Limerick*, including

When, therefore, I find that Right Honourable Baronet thus unconsciously, (for I will not believe intentionally,) placing a drag on the wheel of national improvements, and, instead of deprecating delay, and urging expedition in repair of those mischiefs which ages of neglect have produced, still thinking the time was not yet come for Parliament to interfere—I confess, Sir, my expectations were more than disappointed. I felt apprehensive lest those fetters which have hitherto clogged our internal intercourse, were still longer to remain on the national energies, and our noble and unrivalled River still doomed to labour under that paralysis, which has checked all efforts to draw out its great recourses, or make it the instrument of wholesome industry and action.

Sir, I ask, Are the Members of this House to be deemed insatiable in their thirst after information, on a subject which for so many years have engaged the public attention? Which was deemed a measure of National importance in the First Parliament of Queen Anne, and from that time, to our own day, has been alone retarded by the want of unity and energy, or the absence of sound and statesmanlike views on the part of the succeeding Governments?

What I complain of is, that any Member of the Legislature shall be ignorant of the condition or capabilities of this, the first, and beyond all question, the most important feature in the statistics of Ireland.

Talk of further information—in the name of patience—of national patience—how many ages are required to collect this “necessary information?”

How long is this to go on? Are Members of Parliament supposed to have stomachs for this never ending supply? Are they to be Report and Committee-crammed for ever? What is to be con-

ninety-four miles, with an estimate of £629,821 16s. 7d. Yet all this time the very Board who projected these new works had the great key of the River Shannon, near Limerick, the mouth-piece of one hundred and fifty miles of Navigation, actually closed by a dam thrown across the Canal. Sir Robert Peel, then Secretary for Ireland, having at length become acquainted with the fact, expressed his disapprobation in such strong terms as to occasion the resignation of the Chairman of the Board. Is it then a matter of surprise that this Navigation should be unknown, and the millions of inhabitants almost within sight of its waters, should be unemployed, in want, and dissatisfied?

sidered a *quantum sufficit* dose to make up the "necessary information," and qualify them to proceed; and in reference to a navigation which is at our own doors—which may be thoroughly understood by a single hour's attention to the volumes now on your table—and may be personally inspected by any Honourable Member in a single week.

Sir, there is scarcely a subject on record which has been so enquired into and thrashed, and on which, information has been more costly in time, and patience, in labour, and money.

I will not go far back, but merely enumerate the recent volumes and proceedings which have been printed, in illustration of every branch of its details, until the dose has, *usque ad nauseam*, been so increased and repeated, that, at length, in mercy we should stay our hands, and begin to turn the labour of so many years to some useful account.

In the first place, we have the great mass of information contained in what are called the Bog Reports. These I have heard, cost the country £40,000,—the surveys of which were made 25 years ago, and engaged the attention of the ablest engineers: and when among these, we find the names of Nimmo, Killaly, and Edgworth, we cannot question their accuracy or their value. Were these eminent men now alive to hear the call for further information, they would sigh to think how they so long laboured and lived in vain.

Besides those 1st, 2nd, and 3rd volumes of the Bog Reports, which were printed between 1810 and 1814, we have of the labours of the last five years alone—

4. The First Report of Evidence taken before the Select Committee on the state of the Poor in Ireland, printed by the House, the 30th June, 1830.—Parliamentary Number, 589.

5. The Second Volume of the same, printed 9th July, 1830.—Parliamentary Number, 654.

6. The Third Volume of the same.—Parliamentary Number, 665.

In those Volumes the subject has been ably and minutely gone into. In fact the greater part of the evidence they contain, has reference to, and is drawn from, the state of the population in the District of Connaught, and the Shannon.

The able Report by the Chairman of this Select Committee of 1830, (Mr. Rice) contains all that may be required to settle the question of whether the improvement of the navigation of the Shannon is one of mere local interest, or of "imperial policy," or, in the words of Mr. Rice, "*the opening a mine of national wealth, whose treasures have been hitherto unexplored.*" Here I would ask, what more need be said to set that question at rest?

7. We have the Report on the state of Ireland, printed in 1832.—Parliamentary Number, 677.

8. We have a Summary Report of the Evidence on the state of the Poor in Ireland, printed 16th July, 1830.—Parliamentary Number, 667.

9. In the year, 1820, (and which I should have before noticed) we find the question of *Navigation* thrown overboard, and that of *Drainage* taken up, with the view of increasing the value of those tracts of land which are periodically flooded. In pursuance of this purpose, under the orders of Government, and by the advice of the late John Rennie, the late Mr. Grantham was sent to Ireland, in 1821, to *survey the Shannon to its source.*

This survey occupied two years, and was presented to the Government, with a Report, giving a detailed account of every acre of land, which by a system of drainage might be improved. So little however was this subject thought of, or since cared for, that when, during the Irish Secretaryship of Lord Francis Leveson Gower (Lord Francis Egerton), I applied to the Irish Government, with the view of drawing their attention to the subject; and while such vast sums were annually voted for American Navigation, this survey of Mr. Grantham, with its plans and sections, which had cost two years of labour and several thousand pounds, *was however not to be found.* No one had ever heard of it,—it was in fact, shelved; and it is my opinion, and was that of Mr. Grantham himself, that it had never been opened from the day he delivered it in.

The long Report however, which accompanied the survey, was printed by order of the House, and at my instance, and is now another volume of "necessary information" on your shelves.

10. Following up the recommendation of the Report of Mr. Rice's

Committee on the state of the Poor in Ireland in 1830, the Act for the promotion of Public Works, was passed in October, 1831. A Commission was also appointed, consisting of Colonel Burgoyne, now at the head of this Board; Captain Mudge, one of our most competent Naval Engineers; and Mr. Thomas Rhodes, an able and practical Civil Engineer.

Surveys of the entire River, from the sea to its source, have within the last three years, been made, and printed by the House. They give a detailed and comprehensive view of the subject, and the mere examination of these two volumes of Surveys and Reports, should, after a single hour of attentive perusal, qualify any Honourable Member to declare, that no further information was required, and that to delay another year, session, or even a day, in bringing in a Bill, and proceeding with the work was an unnecessary waste of time and money.

11. In reference to these surveys, we have the first series of Reports from the Board of Public Works, containing the deliberate opinion of that Board, and also that of Mr. Rhodes, the Engineer, directed to the then Secretary of Ireland, (the present Lord Stanley) printed 11th August, 1832.—Parliamentary Number, 731.

12. We have the second Report in continuation, to the then Secretary for Ireland (Sir John Cam Hobhouse), printed 10th June, 1833.—Parliamentary Number, 371.

These two latter Reports contain a mass of valuable and most accurate information, with tables and soundings of every chain's length of this great River.

13. We have from the Commissioners of Public Works the First Annual Report, printed 13th March, 1833.—Parliamentary Number, 75.

14. The Second Annual Report, printed 23rd April, 1834.—Parliamentary Number, 240.

15. The Third Annual Report, printed 23rd March, 1835.—Parliamentary Number, 96.

16. Lastly, and what brings the enquiry down to the Special Committee of last year, and the Report on which the present motion of the Noble Lord is founded; we have the Evidence, and Report of that Committee, printed 29th July, 1834.—Parliamentary Number, 532.

All these documents belong exclusively to the House of Commons; in addition to which, there have been many Volumes of Evidence and Reports on the state of Ireland from the House of Lords; all illustrative of the same inexhaustible subject, but against which all ears have been so lamentably turned.

I should have before observed, that in the year 1794, the question of improving the Navigation of the Shannon was so well understood, and so much desired, that at the Summer Assizes of that year, the High Sheriffs and Grand Juries of the Counties of Roscommon, Leitrim, Mayo, Galway, Clare, Limerick, King's County, and Tipperary, resolved :—

“That the completing of the Navigation of the River Shannon, and the great Rivers adjoining thereto, from Lough Allen to Limerick, will tend effectually to *improve and open the Home and Foreign Markets to the produce of more than two millions of acres of land, in the heart of the Kingdom*; and that the execution of this great navigation, will effectually advance the commerce, manufactures, agriculture, and population of this Kingdom, and the consequent strength of the Empire at large.”

Now the most remarkable and gratifying feature in this mass of Evidence and Reports, and which is sufficient to satisfy the most scrupulous and enquiring mind, is, that *there is not to be found one single expression of doubt as to the practicability of the proposed measure, or the extensive and national advantages that must ensue from its adoption.*

Independently then of written evidence and deliberate opinion, every Member of Parliament has before him the surveys, soundings, and sections of this entire River of above two hundred and thirty miles, with that of many of the lateral branches and subsidiaries, which add another one hundred miles of useful navigations. The whole presenting what cannot be equalled in the British Dominions, the means of giving, *by one main river and its adjuncts, the benefits of three hundred and fifty miles of internal water communication, (equal to the distance between London and Edinburgh,)* and this, be it remembered, through a district where the population is most

abundant, yet at the lowest ebb of moral culture : where labour is most wanted, and the capabilities of the country unquestionable. Yet, where all languishes and corrupts from the sole cause, the want of means for bringing produce to market, and the consequent want of an adequate value for that produce, which would be the fruit of labour, but without which, it will not exist.

Finally, this subject has been pressed on Parliament and the Public, until the ear is fatigued with the continued iteration of the cry, "*A want of employment and a starving population, low price of labour, and the consequent pauperism or emigration of the Labourer.*"

On what ground then shall Parliament be called upon for further information? Mr. Leader, a Member of the House, during the Debate on the Reform Bill, attributed the prevailing ignorance of this part of Ireland, notwithstanding the numerous Parliamentary enquiries, to its being "inadequately represented." But, Sir, when this disinclination even to enter on the subject was evinced, and the call for further time and information expressed, where were the hundred Representatives of that part of the Empire, that they did not rise, as one man, to pour, in a voice of indignation, their determination to be no longer neglected.*

Before inadequate representation, therefore, be assigned as the cause that the measure is still postponed, let it be answered, where were the Members of Counties on the Western Bank of the Shannon? Sligo, Roscommon, Mayo, Galway, and Clare: and on the east and south of that River, of Leitrim and Longford, King's County and Tipperary, Limerick and Kerry? Were they insensible to the wants and capabilities of their respective Counties, or the claims of their Constituents? Were they ignorant, that on an average, each of these Counties, might enjoy the benefit of Fifty miles of practicable inland navigation on the *main stream of the River*, and without reference to any of the Rivers or Lakes? If not, why did they not press these considerations on the attention of the House.

* But Four Members for Ireland, took any part in the debate of the 12th, on Lord Kerry's Motion, viz. O'Brien, for Limerick County; French, for Roscommon County; Lynch, for Galway Town; and Lord Clements, for Leitrim County.

Can there be a doubt of the vital importance of rendering this great navigation available, even to the interests of the City of Dublin, and its unemployed Labourers, Tradesmen, and Mechanics? Look also to these two great North and South Canals, diverging from the Metropolis, and each, at a distance of a hundred miles, brought in connexion with this River Shannon, and with the extensive portion of the Kingdom through which it runs? Look to the interests of the great Proprietary (principally in Dublin) of those two National Canals, hitherto bankrupt in means, and for a long time of almost doubtful existence, through the absence of that internal intercourse, in contemplation of which they were brought into existence; and say is this to be called a measure of "local interest?"

Sir, I press on the consideration of the House, the injustice done to Ireland by any further delay.

Again. I will ask why have not the hundred Irish Members risen, not in a warlike attitude, to cry out for separation, but to raise their hands and voices, claiming the benefits of English connexion and influence, and the liberal support of the Imperial Treasury? Are our sympathies to be engaged by factious politics alone, while the best interests of the Country are neglected? Can nothing but party squabbles and personal hostilities rouse the feelings or excite the attention of Irish Members? I care not whether they be Whig or Tory, Liberal or Conservative. I condemn this apathy, the food and fountain, from which procrastination springs, and on which it lives—Unhappy Ireland! is it still doomed to pass from century to century, a bye-word for all that is wrong in legislation and anomalous in national progression!

The Right Honourable Baronet has said, "If any great public good, or any important national object connected with the prospects of Ireland, were to be attained, he would be willing to give a grant of money." If any great public good! If any important national object! Can such questions still be asked? Yet these involve the very points and objects which are spread over the volumes of evidence and reports I have enumerated: which have been decided in the affirmative by the most competent and impartial witnesses, and after years of labour by Committees of both Lords and Commons. If, then, it be really necessary to delay another hour, I despair of its ever being effected.

The Right Honourable Baronet speaks "of a great public good, "an important natural object." Is it nothing to find this great River, for I cannot call it Navigation, the possible means of giving internal intercourse through ten counties out of thirty-two? Is it not a "National Object" to relieve those millions who are now distinguished by all that can endanger and disorganize society, and prevent them from tainting the whole mass, and weakening all our Institutions? Is it nothing, that the population of this great division of Ireland, shall be most distinguished for want of employment, periodical pauperism, and moral degradation, while their territory abounds with the yet untried elements of national prosperity? And is it not a "public good—a great national object," to rescue them from the evil consequences of so calamitous a state of things.

Let me read what an intelligent and observant traveller has said of this district, "The only difference between the best and the "worst of the mud cabins is, that some are water tight, some are "not; air tight I saw none. With windows, scarcely any. With "chimneys; that is, with a hole in the roof for the smoke to escape through—as many perhaps with it as without it. As for "furniture, there is no such thing, unless a broken stool or two, "and an iron pot can be called furniture."*

I ask the House of Commons, Is it not a great "public good," that a population, of which this is but too true a description, shall be raised in the scale of moral culture and physical advancement, that they may become useful home subjects, rather than discreditable emigrant paupers? But I will leave this ungrateful topic, and hope for better times.

Let me now address a few preparatory observations on some matters connected with the subject under discussion, and on which Honourable Members should be well informed before the measure be again brought under their consideration.

In considering the motion of the Noble Lord, for an enquiry into "the state of the Navigation of the Shannon," we cannot overlook the fact, that this Navigation, and the works upon it, Canals, Locks, Bridges, &c. are under the immediate direction of the Government, who receives the scanty tolls, chargeable on the now scanty traffic

* Ireland in 1834, by D. Inglis.

on the same. This view of the subject leads us to consider the state of similar works, *out of Ireland*, and which are equally under the arrangement of the State.

The House is aware how Government provide for all other Navigations and Public Works, under their direction, and, *with the exception of those in Ireland*, are liberal and almost prodigal of expenditure in their completion and maintenance.

Ministers have, at all times, invariably received, as an imputation on their judgment or their motives, any censure, enquiry, or even suggestion, from the *economists* of the House, when the Estimates are under consideration. But is it true, as has been insinuated by the Repeal party in Ireland, that there is a lurking motive—a concealed agency at work, which determines that when Public Institutions or Establishments cannot be transferred to England, or suppressed, they are to be allowed to drop into neglect or decay? Is the House or the Irish Members aware, that after a million expended on a Navigation of inferior extent in Canada, the Rideau Canal, Government have, in the Estimates for the miscellaneous services of this very year, 1835, a sum of not less than £34,511, for the "*Pro-motion of Water Communication in Canada.*" Aye, in Canada. And where is this Canada, on which England is bestowing such paternal regard, and for whose schooling, education, maintenance, and advancement, we are called upon to pay such heavy yearly bills?

Now, be it remembered, that Canada is neither in England, nor Ireland, nor Scotland, (and it would really seem necessary to remind Honourable Members of this fact). That Canada is in North America. That this same Canada may, sooner or later, as manhood outgrows the control of infancy and pupilage, and in the natural and unerring march of events, be separated from, and probably hostile to, the Mother Country. That if urged too long, this Canada may throw off, perhaps indignantly, what will then be called, the unnatural, the galling yoke of continuing subjection. But to return, if there be any Honourable Member, who has not yet looked into these estimates, I hereby inform him, that in the Parliamentary paper, No. 144, class 5, page 8, containing the sums to be voted this Session, he will find the following:—

*Estimates, &c., Miscellaneous Services, for the year
ending 31st March, 1836.*

INDIAN DEPARTMENT, UPPER AND LOWER CANADA.

ESTIMATE of the charge of defraying the Expence of the Etablissement of the
INDIAN DEPARTMENT in UPPER and LOWER CANADA, &c.

Twenty Thousand Pounds.

LOWER CANADA :		£	s.	d.	£	s.	d.
Secretary -	Quebec	239	0	0			
Superintendent	ditto	239	0	0			
Interpreter -	ditto	107	3	4			
Ditto -	ditto	102	3	5			
Missionary -	ditto	75	0	0			
Ditto -	ditto	50	0	0			
Schoolmaster	ditto	20	0	0			
Superintendent at Montreal		231	0	0			
Three Interpreters	ditto (£102 3s. 4d., each)	306	10	0			
Resident -	ditto	131	0	0			
Two Missionaries -	ditto (£50, each)	100	0	0			
One ditto -	ditto	45	0	0			
					1,646	16	8
UPPER CANADA :							
Chief Superintendent		400	0	0			
Superintendent at the Bay of Quinté and Rice Lakes		221	0	0			
Ditto -	River Thames, Chenail, Ecarté, and River St. Clair	231	0	0			
Ditto -	Grand River	231	0	0			
Assistant ditto		137	0	0			
Superintendent at Malchedatch and Lake Simcoe		231	0	0			
Three Interpreters, (£102 3s. 4d., each)		306	10	0			
					1,757	10	0
PENSIONS.							
LOWER CANADA :							
Madame de Montigny		30	0	0			
Mary Vincent		10	0	0			
Abigail Hare		20	0	0			
Five Chiefs of Indian Tribes, for wounds in action		108	6	8			
					168	6	8
UPPER CANADA :							
Alexander M'Donell, retired Assistant Secretary		91	5	0			
Fairchild, Interpreter Six Nations, Indians		50	0	0			
David Price, Retired Storekeeper		85	3	4			
Sarah Elliott, Widow of Colonel Elliott		80	0	0			
Catherine Brant		91	5	0			
Heater Hill		20	0	0			
Timothy Murphy		42	11	8			
John Higgins		42	11	8			
Oneida Joseph, Chief of Six Nations, Indians		15	0	0			
Four Warriors of Indian Tribes, for wounds in action		54	3	4			
					572	0	0
Expense of Indian Presents, Stores, &c.					15,856	6	8
					£20,000	0	0

COLONIAL DEPARTMENT, }
December, 1834. }

R. W. Hay.

WATER COMMUNICATION, CANADA.

AN ESTIMATE of the Sum that will be required between the 1st April, 1835, and 31st March, 1836, on account of the CANAL COMMUNICATIONS IN CANADA.

Thirty-four Thousand Five Hundred and Eleven Pounds.

	£
The Amount required to defray the Expenditure up to the period of completing the works of both lines of Canal	1,045,126
The Amount required on account of compensations to individuals, for losses sustained and lands taken, according to the best Estimates that can now be formed	23,900
The Amount expended in maintaining and repairing the Canals, up to September, 1834	£19,911
The Amount estimated to be necessary on this account, during the years, 1835-6	8,365
	28,276
	£ 1,097,302
Towards which there has already been granted :—	
On Account of the works of the Canals	£1,032,765
On Account of the maintenance and repair	18,800
	£1,051,565
And the produce of the tolls and rents, to Sept. 1834, has been	£7,826
Estimated produce for 1835, at the same rate	3,400
	11,226
	1,062,791
Amount required	£ 34,511

CLERGY, NORTH AMERICA.

ESTIMATE of the charge of defraying the expences of the Ecclesiastical Establishment of the BRITISH NORTH AMERICAN PROVINCES, &c.

Fourteen Thousand Two Hundred and Ninety Pounds, Eighteen Shillings, and Six-pence.

LOWER CANADA :				£	s.	d.
Bishop of Quebec				3,000	0	0
Archdeacon of Quebec				500	0	0
Rector of Quebec				400	0	0
To - ditto - for House Rent				90	0	0
Minister of Trinity Chapel. Quebec				200	0	0
Rector of Montreal				300	0	0
- - Three Rivers				200	0	0
- - William Henry				150	0	0
- - Durham				100	0	0
- - Caldwellmanor				100	0	0
- - St. Armand				100	0	0
Evening Lecturer at Quebec				150	0	0
Verger of Quebec				30	0	0
Rent of Protestant Burial-Ground				20	18	6
Presbyterian Minister, Quebec				50	0	0
- - - - - Montreal				50	0	0
- - - - - Argenteuil				100	0	0
Roman Catholic Bishop, Quebec				1,000	0	0
				£ 6,540	18	6

COMPARATIVE TOTAL FOR CANADA.

	1833	1834	1835
Indian Department	20,000	20,000	20,000
Water Communication	40,000	28,000	34,511
Clergy, Lower Canada			6,540
			61,051

A STATEMENT of the Estimates for Miscellaneous Services, for Four Quarters of 1835-6 compared with the Estimates for the like Services for Four Quarters of 1833-4 and 1834-5.

1, 1835, and
CANADA.

£
1,045,126

23,900

28,276
1,097,302

1,062,791
34,511

l Establish-
hills, and

£ s. d.
1,000 0 0
500 0 0
400 0 0
90 0 0
200 0 0
300 0 0
200 0 0
150 0 0
100 0 0
100 0 0
100 0 0
150 0 0
30 0 0
20 18 6
50 0 0
50 0 0
100 0 0
1,000 0 0
540 18 6

5
10
11
10
51

	1833.	1834.	1835.	Compared with 1833.		Compared with 1834.	
				Increase	decrease	Increase	decrease
CIVIL ESTABLISHMENTS:	£.	£.	£.	£.	£.	£.	£.
1 . . Bahamas	2,140	1,940	1,940	. .	200	—	—
2 . . Bermudas	4,240	4,249	4,599	350	. .	350	—
3 . . Prince Edward's Island	3,220	3,120	3,120	. .	100	—	—
4 Sierra Leone, Gambia and } Gold Coast }	17,393	12,861	12,030	. .	5,363	. .	831
5 Clergy, North America . .	18,700	14,870	14,290	. .	4,410	. .	580
6 Settlement in Western Aus- tralia	6,291	5,806	7,417	1,126	. .	1,611	—
7 Indian Department Canada	20,000	20,000	20,000	—	—	—	—
8 Water Communication, } Canada }	40,000	28,000	34,511	. .	5,498	6,511	—
9 Governors & others, West } Indies }	15,530	17,130	{ 16167 963 }	1,600	—	—	—
10 Governor, &c. Heligoland }							
11 Justices in Slave Colonies . .	. .	30,000	60,750	60,750	. .	30,750	—
12 Emigration Agents	. .	1,457	1,666	1,666	. .	209	—
13 Newfoundland	12,861	. .	9,600	. .	3,261	9600	—
14 Nova Scotia	. .	. .	6,685	6,685	. .	6,685	—
£.	140,384	139,433	193,738	72,177	18,823	55,716	1,411
Deduct Decrease				18,823	Increase as compared with 1834.	1,411	
Increase as compared with 1833.				53,354		54,305	

Whitehall, Treasury Chambers, }
8th April, 1835.

THOMAS F. FREMANTLE.

Now, on reading the above estimate for maintaining "Water Communication in Canada," no great labour will be required in calculating the following :—viz. That a receipt of £3,400 from tolls in 1835 (as "estimated,") on an outlay of £1,051,565, is actually less than 6s. 8d.—*viz shillings and eight pence per cent.* ; to cover *interest and repayment of principal !*

But let us look farther :—this same "Estimate" informs us, that a sum of £8,365 will be required for "*maintaining and repairing,*" (*maintaining and repairing, observe !*) this American Navigation for the year 1835. This is tolerably well, by the way, considering that the works are but just completed ; and that if it so soon stand in want of *repair* to the tune of £8,000 in one year, it will not be very difficult to "guess" what it may demand after a few Canadian winters, with their six months snow and frost, and passing as it does through "wildernesses, and unreclaimed lands," and where we find so large a sum as £33,000 has been expended in building "block houses" along the line to *prevent its dilapidation by the settlers*, those whom, by want of encouragement *at home*, we have compelled to leave the banks of the Shannon, to receive encouragement *abroad*, from the British Government, on the banks of the Ottawa.*

If, then, £3,400 alone be received for tolls for twelve months, while the repairs, during the same period, amount to £8,365, independently of the £19,911 *already expended in maintaining and repairing* ; the balance "I guess," will be the wrong way. In a word, we shall have "gained a loss ;" and instead of *receiving* interest at the rate of four per cent. with an annual repayment of five per cent. on the foot of the principal (the terms exacted for money advanced by Government for navigations in Ireland), Parliament will

* Lieutenant Colonel By, in his Report, 15th March, 1830, speaking of the necessity of erecting these 22 block houses at a cost of £33,000, describes them as necessary "*for the military defence of the said works,*" (meaning the locks, dams, embankments, &c.) "These block houses (he observes) would answer as dwellings for the lock masters, and men required to attend the locks, and to clear away drift timbers, &c. which, as the settlement of the colony on this line of the canal has already commenced, will require great attention for some years ; it being impossible to prevent settlers (no doubt from the banks of the Shannon), from throwing trees into the river, that being the cheapest mode of getting rid of those growing on the banks."

be called upon to expend annually a sum of £500 *for repairs* ! And this, supposing the dilapidation to go on at no greater speed than hitherto.

Now let us enquire for what is this annual drain—this liberal expenditure on Canadian navigation, while a single shilling is refused to create, or even maintain, an Irish navigation of *double the extent*—of a hundred fold more importance, and of home, vital, inalienable, and all absorbing national interest.

But need I ask will this estimate be admitted ? Will this vote be sanctioned ? until, in the language of our patriots, “ Justice be done to Ireland ” and to Irish navigations ? Forbid it, common justice—forbid it, common sense. I put it to the House ; and to Irish members, how they will answer to their constituents, the sanctioning so questionable an expenditure, while this step-mother’s portion, this niggard and alienating policy, is adopted towards Ireland.

When we read of the extension of mills and manufactures, the increasing value of their water powers, and “ water privileges,” as they are termed in Canada ; can we call it any thing but infatuation, that leads us to confer such costly advantages on this thankless and half-alienated colony, while we deny to our home districts and population similar advantages and services.

Look to the articles of wheat and flour alone, against the competition of which in the British markets, neither our English nor Irish farmers or millers can compete, and see how we are enabling those Canadians to cut the throats of our own agriculturists by those facilities and advantages, purchased and paid for by money extracted from our own pockets.

This leads me to observe on what further fell from the Right Honourable Baronet. (Sir Robert Peel) “ I have no objection,” said he, “ to give the Irish farmer a fair advantage in the English market ; but it would be too much to take money out of the “ pockets of the people of *this country* to enable their *Irish neighbours to undersell them.*”

Now, for *Irish*, read *Canadian*, and we have the question settled. *Mutato nomine de te fabula narratur.* The Irish farmer, or miller, is not to undersell his neighbour ; but the petted children of Canada—These *enfants gâtés* of the new world, are to have the sugar

plums of privilege, *ad libitum*. The *Canadian* may rob the garden, but the *Irishman* may not look over the hedge.

I will not press this inference further. But if Ireland had the same share of legislative solicitude as Canada, it would be seen, that as regards the want of employment for the population, and the value and necessity of developing her resources, she is as much an infant—unexplored—poor—and struggling colony, as either of the Canadas; ating nothing but their wilderness and cataracts. As far, however, as the capability of *being servicable to England, and the consumer of her manufactures, she is infinitely to be preferred.*

But let me further illustrate the application of this expression of the Right Honourable Baronet. Take a single instance in proof of the advantages we are creating in favour of the Canadian agriculturists and millers, by this single navigation—urged on by British statesmen—planned and executed by British engineers—and paid for from the British Treasury, at the cost of a million sterling.

The following extract from Fergusson's Canada needs no comment :

“ The settlement of Mr. Dixon (in Upper Canada) is one of much interest, being conducted by himself, on his own resources, in the same way as that of Colonel Talbot on the banks of Lake Erie. Mr. Dickson began operations in 1815, by the purchase from Government of the Township on the River Ouse (or Grand River), extending to 96,000 acres, and to which he gave the name of Dumfries. He selected a convenient spot, with good water, power to commence a town, and formed a connexion with an *enterprising American*, who speedily established very extensive mills.

“ Mr. Dickson built a commodious residence for himself in a romantic situation, overhanging the river, and communicating by a bridge with the mills and town.

“ The (purchase) price of land is 4 dollars, or 20s. per acre (to settlers). Farms have been occasionally abandoned by unsteady or impatient individuals, but some progress in clearing has always been made, and, *of course, the farm has, in so far, been rendered more valuable.* A very considerable extent of land has been disposed of upon both sides of the river, and *hundreds of acres of fine wheat are to be seen contiguous to each other.*

“ An attempt had been made last spring to convey produce down

" *the river to the Walland Canal*, by which Mr. Shade, the owner of the mills, informed me *a saving of two thirds would be effected upon the transports of flour*. This voyage was performed by a son of Mr. Dickson, accompanied by Mr. Shade, and being a navigation of about a hundred miles (to the entrance of the canal), attended with some hazards, *as a first attempt*, it created a good deal of sensation at the time of my visit, and *much satisfaction among the farmers by its success*. Mr. Dickson has about 2,500 souls upon the estate, and draws a very handsome income from the interest of sales. I visited the mills with Mr. Shade, who took much trouble in explaining to me the various machinery. The establishment comprises flour mills, saw mills, cooperage, &c. and appeared to me to be equally extensive and well arranged."

"An uncommonly large and beautiful pine was lying at the mill, which I could not estimate to be worth less than £3 in Britain. Mr. Shade, on my putting the question, told me it cost him *a York shilling, or seven pence sterling*."

Would to God that this detail of Mr. Dickson's operations and Mr. Shade's mills, and "*the interest excited*," had reference to Lough Forbes, or Lough Boffin, or Lough Ree, or Lough Derg, or the other lakes, in the counties of Roscommon, Mayo, or Galway, in the province of Connaught, and Kingdom of Ireland; rather than to Lakes Erie, and Ontario, the Rideau or Welland Canals, on the Ottawa River, in the Province of Upper Canada, in the New World, America.

Again, hear the same traveller describing a tour in a large steam vessel, or almost steam raft, in the Bay of Quinté, near to Kingston, on the Lake Ontario, and which comes immediately home to the point urged against similar works in Ireland. "The Bay of Quinté is a sound, running up from 80 to 90 miles to the mouth of the River Trent. The object of our voyage, besides the conveyance of passengers, seemed *mainly directed to the collection of flour at various villages and wharfs** and with which our deck became

* Mr. Nimmo, in his evidence before the Lords' Committee in 1824, observes, "The Shannon has been made navigable into Louth Allen, but it is remarkable that, upon the western coast of the broad parts of the Shannon, *we have not a single landing-place*. This complaint was made to me last season, and upon ex-

" ultimately loaded to its utmost capacity of stowage. *Sometimes the flour was received from stores, but frequently, most comfortable looking personages attended our arrival with waggon loads from their farms, periods of call having been previously arranged.*"

But where, let me ask this House, and the President of the Board of Trade, where does he think this flour was destined for? For what purpose was it raised, and manufactured, and coopered and carried? I will tell the House; it was to descend this very Rideau Canal, without which it would not have been raised; *for then there would have been no market*, as they will find is the case on the Banks of the Shannon. It was then to provide freight for American built ships, and ultimately was *destined for the Liverpool market*, for the supply of our Manchester manufacturers, and there to meet the very wheat and flour, ground at the mill of my Honourable Friend, the Representative for Limerick City, and other enterprising individuals on the Banks of the Shannon.

Would that my Honourable Friend were, for one short hour, on the Banks of the Ottawa and the Rideau Canal, to see this flour ground and coopered by the very water power we have thus rendered available, and conveyed through this British millions-worth of navigation, and for which we are, in this very session, voting British money to *repair*. Would that he could trace it into the warehouse of his own factor in Liverpool, and see it stored beside his own—the produce of the lands of Limerick, Tipperary, and Clare; yet find it impossible, with all his industry, his talent, and his capital, to meet it on equal terms. I need not ask what would be his feelings, and whether he would forget those little incidents when the Estimates

" amination, I found it was a most desirable thing *to make provision for landing-places on both sides of the river. We have no quays or roads to the water at any part of the Shannon, except at the bridges. I should suppose that four or five thousand pounds will accomplish all that is wanted in making roads and landing-places.*"

On the entire 500 miles of coast of the Shannon, there was not, twelve months back, a single crane; an article which, in England, is as common as a waggon or an anchor.

Were such a river to be met in England, it would long since have presented a picture unequalled in the world, for a combination of all that could embellish or improve a country, or increase the resources of its commerce.

were to be voted for the *repair* and *maintenance* of this Canada Navigation.

Why, I ask, shall we cross the Atlantic for such scenes, and why seek abroad for such objects for our solicitude and our expenditure, when they are all to be met along hundreds of miles of Lakes and Rivers in Connaught, and on the Banks of the Shannon.

But Mr. Dixon observes, this voyage, being a navigation of one hundred miles, and attended with some hazards, as a first attempt, *created a good deal of sensation at the time, and much satisfaction among the farmers by its success.*

Now, Sir, I can a voyage describe of a similar character on the River Shannon, but which created a great sensation, not by its *success*, but by its *failure*. Of the issue of this voyage I was myself an observer, and can vouch for its correctness. I put this voyage on the Shannon, in *juxta position*, with Mr. Dixon's on the Rideau and the Ottawa, and I ask the President of the Board of Trade, and the Irish Members, which is the more grateful to their feelings, or more pregnant with agreeable anticipations? I know the owner of the boats which made this unsuccessful essay five years ago, and know that the experiment *was not repeated*. Yet things remain *in statu quo*, and the same voyage undertaken to-morrow, would be attended with the same results.*

Yet what a change has taken place since these two voyages occurred. Till then, the water powers both of the Irish *Shannon* and the Canadian *Trent* were unemployed. The latter, however, has been encouraged by public expenditure, and, what perhaps is the most important consideration, *private capital has been thus drawn forth*, to erect mills, improve the lands, and create employment; while, on the other hand, no public money has been expended on the Shannon, the larger River, and the water powers still remain

* In the year 1830, an industrious trader and carrier on the Shannon sent up his three boats from Limerick, with timber, deals, some miller's wheat, and various other articles. They were to proceed to the Upper Shannon and bring back return freights of native coals, and produce. *At the expiration of three months and five days* his boats had accomplished their journey without any other interruption than such as the navigation presented. The distance by land up the river was about one hundred and twenty miles. It need not be stated, that what, under other circumstances, would have been a profitable trading, eventually proved a loss.

unemployed: private capital has no available object or direction, and even the mills which had been formerly worked, are now neglected. Is this equal justice, or common sense?

Yet how studious are we in recording the happy results arising from our great exertions in Canada. But who would venture to describe—in fact who would read or listen to the “stupid detail,” if the scene, Fergusson described, were laid in Ireland? Oh these wilds, and cataracts, and rapids, what a charm and interest do they not give even to the story of this Canadian Miller and his wheat.

The following simple, yet interesting narrative, is given by Fergusson, of what he saw on the Rideau Canal:—

“We called upon a settler from Scotland, newly entered upon a Farm of 100 acres, for which he had paid down £100. The soil “was a good rich sandy loam, worth in Britain, 35s. per acre at “least of rent.”

“Walter Smith was busy with a pair of oxen, preparing the land “*for wheat*, of which he expected to have thirty acres sown in “Autumn, the return from which will probably repay him the price “of his farm, and allow him £50 or £60 besides for his labour and “maintenance from *the first crop alone*.” This very narrative is read by our statesmen, and quoted in proof of their foresight and judgment; but would any one venture to read such details to the House, had Walter Smith lived on the banks of the Shannon?

Mr. Rhodes in his Observations on the Shannon, has some observations quite to the point on this occasion. “By these means, “the passage of the whole line might be performed in one day, “*now frequently occupying a month or six weeks*; thus rendering “the transit of goods certain and cheap. Here may be seen the “great advantage that would accrue to the agriculturist and grazier, “merchant and general trader, as they would then have an easy “and cheap conveyance for their several commodities and produce; “and to the farmer in particular, giving him the opportunity of “consulting the various markets along the line, that he might be “able to obtain a full value for his produce, while, at present, he “is generally confined *by the expence of land carriage*, to the “nearest market, and even then, in many cases, at a great distance, “and *his profits, if any, are consumed by the mode of transit*.”

This is all extremely judicious in Mr. Rhodes, and were he now writing the above, he would no doubt have referred, in corroboration, to the transit of Mr. Dix's wheat, and to the effects produced in Upper Canada, by measures such as he recommends for the Shannon.

Yet it is in favour of these works in Canada, and to effect such purposes, that the Commissary General Routh observes, in a despatch to the British Government, "*that they*" *should not be discouraged by heavy tolls, as the increased trade would pay better than any imposition of taxes.**

There could be no doubt of the value of this suggestion, provided this increased trade had been in the mother country.

But, apply this language in the House of Commons, in reference to Ireland, and we shall be called "unreasonable." Nevertheless, it was *successful as regarded Canada, and the recommendation was adopted.*

* From the progress of the work, observes the Commissary, I was of opinion, "that nearly eighty miles above By Town could be opened to the Navigation, "towards the close of the season" (1831, the very year in which I addressed "similar observations to the British Government.) "The activity which prevails "throughout the line is unremitting, and promotes the economy as well as the "completion of the work. There are so many points which will become *valuable* posts on its termination (to protect the locks and dams, &c.,) *that I do not "anticipate a reduction in the Rideau Commissariat; nor indeed is it to be desired, whilst the increasing resources and prosperity of the Country, are the "causes which maintain the establishment."* Quere. What does he mean by the prosperity of the Country maintaining the establishment?

"The result of this great work, uniting the great waters of the St. Lawrence "and the Ottawa, and offering a *safe internal navigation*, will turn a large portion of the present trade of New York towards Canada; and this expectation "*should not be discouraged by heavy tolls. The increased trade would pay better "than any imposition of taxes."*

Commissary General R. J. Routh to the Honourable
J. Stewart, Canada, Quebec. August 4th, 1830.

Commissary General Routh overlooks the more obvious consequences of "drawing the present trade of New York to Canada" by this rout, namely,—the supplying a fresh motive, that of personal interest on the part of the population, to *prevent* hereafter an international war; in contemplation of which, the Rideau Canal was projected.

The Commissary General observes further, "In this communication, you will perceive the views entertained by this Officer, (Lieut. Colonel By) both to facilitate the *settlement of the lands in the neighbourhood, and on the banks of the Canal, and for the gradual developement of the Ottawa, and the country above the Chandiere Lake.*" Surely this language of General Routh would be more appropriate, if applied to home enterprise, and home success.

Now hear what Mr. Rhodes says on this head. "By thus rendering the Shannon permanently navigable, *it would open a great thoroughfare and line of watercourse between the two extremities of the Kingdom.*" "The opening of the Shannon will be the certain means of physical improvement to the country at large, and *is deserving the most serious consideration of the Legislature. But it is a work of too much magnitude, under all circumstances, to be attempted by individual interest.*" After this, do we want any further necessary information?

It is stated that when the Canal in Canada was begun, in 1826, the whole population of the entire district of two hundred miles in length, was but *one thousand nine hundred*; whereas we now hear, and as a matter of boast, that on the completion of the works, in 1833, it had increased to *twenty thousand*. It is not however stated, how many of these were Irish Emigrants, attracted by the great expenditure on these works: yet we have *millions* in connexion with our Irish "Ottawa," whose increase, however, is there called a calamity.

I well remember the notices that were posted in the towns in Ireland, by the owners of emigrant ships, and in the American papers, describing the *certainty of work to be had in Upper Canada*, and how, in a short time, each labourer would be enabled to purchase a farm for himself. I know also that numbers were induced to emigrate, in the certainty of immediate work on this very Canadian Canal, and the flattering results they were led to anticipate. I have even seen letters from some mere labourers, inviting their brethren to join them, in the certainty of immediate employment.

Now surely, if these works are desirable for Canada, and if such are the happy results that they produce in that country, it will not

be denied that they are equally desirable and worthy of a Statesman's consideration, for Ireland. Indeed, these are the navigations and works, and these are the precise results, in reference to the Shannon, which, in the language of Mr. Nimmo, who lived in the hope, and died in despair, of seeing this great Irish Navigation opened, "*give facilities of access to markets—create a trade where none existed before—promote agriculture in the interior—and furnish employment for the poor.*"

Again, in the judicious language of the Chancellor of the Exchequer (Mr. Rice), in the Report of the Select Committee on the state of the Poor in Ireland, in 1830, and in reference to inland navigations—"*Works which are not limited to the period of their execution, but which develope and encourage new industry, creating an active demand for labour, even after their termination.*" Yet not one such work has been since executed—I mean, in Ireland.

The difference is here. We *preach* this language in England, but we *reduce it to practice* in America.*

The real objects to be effected were alike—the means of accomplishment alike—the anticipated results are alike. Yet, while all this anxiety was expressed, in favour of Canada navigation, and the Lords of the Treasury during seventeen years, were calling for votes of Parliament, and money grants—the subject of Irish navigations, though unfortunately more important and pressing, has been passed over with shameful disregard.

Let any one read the correspondence from Mr. Goulburn's first letter of the 26th June, 1817, to the Treasury, recommending the first Canal, *la Chine*, near Montreal, (one ninth of the cost of which was paid by Great Britain,) down to the present day, and he cannot but be struck with the similarity in the arguments, in favour of the Ottawa navigation, and of that of the Shannon.

I have myself for many years been urging the Government to maintain their own works on the Shannon, which are now admitted

* The Report of Mr. Rice's Committee has also this remarkable and all comprehensive passage. "*The effects produced by public works appear to have been—extended cultivation, improved habits of industry, a better administration of justice, the re-establishment of peace and tranquillity in the disturbed districts, a domestic colonization of a population in excess in certain districts, a diminution of illicit distillation, and a very considerable increase of revenue.*"

to be in a disgraceful state of dilapidation. I began this remonstrance in the very year in which the Rideau Canal was commenced. I was myself, in common with many others, examined before Mr. Rice's Committee in 1830, on this very subject. In 1831, I published a Tract on the Navigation of the Shannon, with all its details.

In 1833, I published a second edition, yet during these seven years, and while the Rideau Canal was planned and executed, the Government works on the Shannon have been going to decay; and even a short Canal at the head of the River, near Lough Allen, begun by Government many years ago, has remained unfinished to this day.*

• PORTUMNA BRIDGE.

Among the many works on the Shannon so neglected I select one;—the great Timber Bridge at Portumna: the tolls of which, are leased out under Government, and of which, the Dublin Steam Company are lessees. Yet this Bridge, though the only pass into Connaught for forty miles (see plate annexed), is thus described,—not by an humble individual like myself, but by Colonel Burgoyne, the Chairman of the Board of Works, and by Mr. Rhodes, who surveyed the Shannon.

Colonel Burgoyne observes of this Bridge, in his letter to Mr. Secretary Stanley, dated 28th May, 1832.—“It is in the ruinous state described by Mr. Rhodes, and will soon be impassable, unless funds shall be provided by some means, for its re-establishment.”

Mr. Rhodes observes, 14th April, 1832.—“This whole structure, at the present time, is in a state of great dilapidation and neglect, and almost impassable, rendering it dangerous to foot passengers, let alone horses, cattle, and wheel carriages, and its general state reflects no credit on those who have the charge and maintenance of its repairs.” (The Government!)

In the year 1832, I personally communicated the fact of the disgraceful condition of the Bridge to the Irish Secretary.—I stated that though the Bridge was as described by Mr. Rhodes, and though the tolls were not equal to half the rent, yet Government would not allow me to expend even the amount of the tolls received, on its repairs, though they compelled the payment of the rent, under threat of an *Exchequer writ*: and thus while they exacted the rent, the temporary repairs were effected by the private funds of this Steam Company.

But this proceeding is infinitely aggravated when it is told, that in the year in which the Government were thus urged to repair this important pass into Connaught, important were it only in a military point of view, there was no hesitation in agreeing to a grant of money for one of the most splendid bridges in existence over the Ottawa, not however in connexion with the Rideau navigation.

This Bridge has eight arches of sixty feet span, two of seventy feet, and one of

The Commissary General Routh, August 4th, 1830, after having passed the line of the Rideau Canal, "to be more in possession of "its localities," observed, "*It is indeed a magnificent undertaking, "worthy the resources of Great Britain.*" (Magnificent truly, as to its cost, but not tending to improve the conditions of a hundredth part of so large a population as is located on the banks of the Shannon, unless it be considered that a few thousands of Scotch Irish, French, and German settlers, are more likely to become profitable consumers of the fruits of British labour, than above a million of Irishmen on the banks of the Shannon.)

Now against Col. By's description of this magnificent undertaking, I place that of Mr. Rhodes. Speaking of the Shannon, the whole of which he had examined with an accurate and observant eye, he concludes with this judicious and comprehensive summary. "Taking a view of this magnificent River with its Lakes and lateral "branches, receiving the drainage of a considerable portion of Ireland, "they appear, as if designed by nature, as the great arteries of the "kingdom, for facilitating its agricultural and commercial purposes, "by marking out a splendid line of intercourse for an expeditious "and cheap mode of conveyance, *superior to any in the empire*, and "which only requires a little art to render it *beneficially useful to "an unlimited extent.* But her grand designs have been hitherto "frustrated, and may not be improperly compared to, a *sealed "book.*"

One would think this description alone would have been sufficient to settle the question, that this is not a subject of merely "local interest."

The Commissary General Routh again speaking of Canada, observes, "A vast tract of territory, *much of it unexplored, will be*

two hundred feet. Yet a common ferry would have been as serviceable to the Canadians, as this costly Bridge!

I have said, I will hope for better times. I am happy to say, that Government in the last session sanctioned a Bill by which provision is made for the erection of a Bridge over this most important pass into Connaught. It is true, the measure is but a "half measure," still however, I hail it as *doing something*, for anything is better than *neglect*. Government provides half the funds, the remaining half to be levied off the adjoining pauper districts.

"opened to the enterprise of new settlers, and a new facility given to the development of the country." Now this was a costly mode of exploring a new territory, and developing a country which had no population.

Thus it appears, that while we are neglecting the condition of the existing population on the *Irish Ottawa*, we are only preparing the *American Ottawa* for human purposes, and for the reception of the thousands which may hereafter form their population, when emigration shall have answered its purpose.

"The term, Canal," continues the Commissary General, "is scarcely applicable to the Rideau, which is a *chain of rivers and lakes united, and made navigable by means of dams and locks.*"

Why this is the exact description of the Shannon, and its chain of rivers and lakes given by Colonel Burgoyne and Mr. Rhodes.

Mr. Rhodes observes, "From Limerick to Lough Allen presents a diversified and magnificent character, *interspersed with numerous fine lakes and broad waters.* It is, in many parts, surrounded by scenery of a beautiful description, and the whole forms a navigable line of communication, at present in a very imperfect state, of 143 statute miles (above Limerick.) *The whole line is sufficiently deep for navigable purposes.*" Here is the great feature the man of business looks to, and which makes this River pre-eminently entitled to the consideration of Government. The whole line sufficiently deep for navigable purposes throughout. Nature has indeed done its part. I may here quote the pointed observation of David Inglis, in his Tour in Ireland, in 1834. "To the lover of the picturesque, the Banks of the Shannon between Portumna and Banagher, present little that is attractive, But to other minds there may be an interest of perhaps a higher kind. *We are navigating in a steam vessel, a river here one hundred and thirty miles from the sea, and we know it to be navigable nearly one hundred miles higher.* Its volume appears to be as great as when we saw it at Limerick: it is several hundred yards broad, and twenty to thirty feet deep. *What a body of water is this! What are the Thames, the Medway, the Mersey, the Severn, the Trent, the Humber, the Tweed, or the Clyde, a hundred and thirty miles from the sea? I am not sure if they exist at all; or if any of them do, they are but brawling streams for the minnow to sport in. There is in fact an ap-*

“ *proach to the sublime, in the spectacle of such a river as this ;*
 “ *and the feeling receives aid from the character of its banks. These*
 “ *are wide and apparently interminable plains uninclosed, almost*
 “ *level with the river, bearing luxuriant crops of herbage, and feeding*
 “ *innumerable herds. We see scarcely any habitations ; no villages*
 “ *or hamlets ; and no road or traffic on the banks. Again, the*
 “ *same judicious traveller observes, “ I now left Boyle for Enniskillen.*
 “ *For several miles after leaving Boyle, the road skirts, Lord Lor-*
 “ *ton’s domains, and then passes through a rather fine country, to*
 “ *Carrick on Shannon. Here I again found that majestic river*
 “ *which I had parted from a month before, and I still found it the*
 “ *same noble stream. The Shannon at Carrick is upwards of two*
 “ *hundred miles from the sea ; and I scarcely could discover any*
 “ *diminution of the stream, which flows a hundred miles lower*
 “ *down.” Is such a river to be neglected because it has no cataracts*
 “ *or wildernesses, or an Indian frontier? The truth is, not five indi-*
 “ *viduals in the British dominions have gone along this river, even*
 “ *from Limerick to Lough Allen. Why?—It is in Ireland.*

Colonel Burgoyne, in his Report to Government, April 30, 1833, observes, “ From the above sketch, it will be perceived how imperfect
 “ is the state of the whole navigation of the Shannon. It is indeed
 “ surprising to find so noble a river running through so fine a coun-
 “ try in such a state of neglect. Though great capabilities exist for
 “ easy intercourse, a *perfect stagnation prevails ; and where forests*
 “ *of masts, and the bustling activity of commerce should be wit-*
 “ *nessed, the scene is desolate !”*

“ There is perhaps no part of the British dominions where such an
 “ opening is presented for prospective advantages.”

Will any one say the opinion of Colonel Burgoyne is less entitled
 to attention than Commissary General Routh or Colonel By ? Need
 I quote another line to satisfy Parliament that this river merits their
 special protection ! Whatever the lover of the picturesque may urge,
 the man of business, the lover of his country, the friend to her pros-
 perity, will agree with David Inglis that “ there may be an interest of
 “ a higher kind—that there is in fact an approach to the sublime in
 “ the spectacle of such a river as this.”

A sort of delusion, however, has come over the public mind, as to
 the importance of these navigations in Canada, and the magnitude

of their conception, which has run away with the wits and understanding of people in England. The wild magnificence and grandeur of this newly-opened region has imparted a tone of splendid importance to the undertaking.

Seen at a distance, and through the medium of travellers descriptions, and the force of our own imagination, picturing navigable canals cut through forests, with locks to bring their cataracts under subjection, and the bustle of trade intermingling with the wilderness of nature. Seen through this medium, it appears as though it were one of the glories of England, that by her wisdom and liberality she had, as it were, effected some mighty wonder. But, reduce the picture to its proper proportions. Let us descend from this fancied elevation, and forgetting the Niagara and the Chaudière, the Canadian Rapids and Boat Song—view it with practical eyes, and for practical purposes; and what is it? neither more nor less than that, by means of a navigation of 130 miles, part canal, and part rivers and lakes (the exact portrait of the Shannon), we shall have given a future mercantile intercourse and “prospective advantages” to a district of another 130 miles (at present, however, *wanting* a population), on the banks of the Lake Ontario, and one side of which we must not forget, is foreign and a rival, the territory of the United States.

Yet practically speaking, and with reference to British interests, what is this mere *distance*—this barren extension of territory—this additional hundred miles; when measured by the amount of *population* to be benefitted. For this, after all, is what gives value either to navigation or to territory. This is the life, to sustain which, both public and private capital is directed. Now there were actually a greater number of *towns* in connection with the River Shannon, than there were *houses* on the whole line of the Rideau Canal, when the British Government begun this work. In this respect, then, Connaught, and the Shannon District, are immeasurably superior.

The population of the Counties, connected as it were with the Shannon, is two millions. Yet what is the *entire population* of Canada; French, Germans, Scotch, and all.

The population of Lower Canada, including Montreal)	}	434,161
and Quebec, was, in 1833 (of which 417,881 were of		
French origin		

Of Upper Canada, including its Capital, York, and its
Naval Station and Arsenal, Kingston, consisting of
Americans, a few Germans, and Emigrants, from the
United Kingdom } 310,000

So that the entire population of this Upper Canada, in whose favour Great Britain is doing so much, is just that of a single country in Connaught, *Mayo*; and from which the greater portion of the harvest pauper emigrants yearly issue.*

Is it necessary to continue the comparison between the value, to British interests, of improving a population in Ireland, or in Upper Canada? Every mill set to work in Ireland—every quarter of corn ground—every ton of goods carried and consumed, brings a positive increase to the Revenue, and an addition to the wealth and strength of the Empire. Can the same be said of Canada?

The Report of the London Distress Committee of 1823 states as follows:—
The district in which the distress was found to be most urgent, were the following:—

	Population.	Acreable Contents.
1. Cork	702,000	1,048,800
2. Mayo	297,000	790,600
3. Sligo	127,000	247,150
4. Kerry	205,000	647,650
5. Limerick	214,000	386,750
6. Galway	286,000	989,950
7. Leitrim	105,000	255,950
8. Roscommon	207,000	346,650
9. Clare	209,000	476,200
10. Tipperary	363,000	554,950
	2,715,000	5,744,650

The Report goes on to say, that “if the returns made by Mr. Kilaley, the Engineer, employed by Government, be accurate, it would appear that considerably more than one-half of the population of the distressed districts depended upon charitable assistance for their support. The sums distributed, through the City of London Committee, amounted to nearly £300,000.”

Now the remarkable feature of this calculation is, that out of the 10 “distressed districts” here enumerated, no less than seven belong to the district of the Shannon, and two others, Mayo and Sligo, adjoining the same. In a word, the very portion of Ireland which is most destitute of the means of intercourse and access to markets, was, at the same time, most distressed, and in want of actual means of daily subsistence. Is this a mere accidental coincidence, or rather is it not so indicative of cause and effect as to be worthy a statesman’s notice?

f 434,161

But we may be told that it is not in a commercial, but in a military point of view, that these navigations in America are important, and their maintenance justifiable.

I will presently examine this view of the subject; but in the mean time let me ask, Are we to understand that in case of a war between the Canadas and the States, this country is prepared to maintain and re-appoint that fleet of ships of war, which till lately were rotting at Kingston and Sherbrooke, and other places on the lakes, and that by this Canal we are to provision and supply those fleets.—Sir, before another shilling be voted by a British House of Commons, I ask for what objects, with what prospects, and to maintain what precise interests are these costly navigations to be upheld; not by the Colonial Revenue, but by an annual grant from the pockets of the English people? Until that question be answered, we are spending money on, at least, doubtful objects—possibly for mischievous ones.

Do ministers expect that America, north of the United States, is for ever to be held in forcible possession? Do they dream that that great continent is for ever to be retained as a colony, or even that that colony would consent to a war, while peace must be their interest, the two nations having become already, as it were, blended together; that England is to continue to supply armies and fleets not only to *maintain* but *defend* these water connections, in that land of frost and snow, and amidst the cataracts and wilderness of nature through which they pass.

Before this vote then of £34,000, for maintaining those Canals, be agreed to, let it be stated what is to be our policy in the event of a war between the Canadas. At present let us consider the policy of maintaining those Canals, on the ground of military defence or military operations. Yet I might stop here, for our fleets are gone, they have vanished from our sight, and to the relief of our purse—and with this abandonment of a naval force, has departed the last pretence for England being called on to maintain this boasted connection of the Lakes with the Ottawa and the St. Lawrence, for the purposes of war, and for which it is alleged these Canals were created.*

* The *St. Lawrence*, 112 guns; and *Psyche* frigate and two or three other ships of war, with several gun boats, lay, since the war, in the harbour, rotting, and

In a military point of view then, there cannot be a greater fallacy than supposing that by the means of those numerous Canals, extending along the Ottawa, and particularly the Rideau Canal of 130 miles, the operations of war can be carried on, or that a connection between Upper and Lower Canada, with a Naval superiority and combined operations on the Lakes, could be maintained. The first trumpet of war would be the signal for cutting off this connection, even by the natives, for their interest being peace, their first effort would be thus to disarm the combatants, and prevent even the entrance of war into their territory.

Instead of the means of maintaining a co-operation, they would thus become a military trap, by which our forces by land and sea (fresh water) would be divided, and unity of action or co-operation effectually prevented.

Major General Sir Carmichael Smyth, in his despatch of the 14th March, 1826, observes, in his directions to the Engineers, in the formation of this canal, "as it is an uninterrupted water communication between the Ottawa and Lake Ontario that Government have in view, *and the circulation of gun-boats* between Montreal and Kingston, that only which will ensure these advantages must be adopted."

Here the object is distinctly put. Here there can be no mistake. Now these Canals, which we are to defend, and by which we are to carry on a war, are spread over a line of such extent, that there is not a subaltern in the British army who would not risk his reputation and life in guaranteeing to cut off any of these communications, and thus separate our forces into as many sections as the enemy might please; and this is the common-sense conclusion to which those who have examined the country have never failed to arrive. To depend, then, on an "uninterrupted water communication and the circulation of gun-boats," by such channels as these canals, many of them within a short distance of the enemy's boundary, passing through unreclaimed forests, and embracing the most delicate works, with locks, flood-gates, and great artificial dams, for maintaining the necessary levels—the idea is unworthy a moment's consideration.*

"in nearly a sinking state, until last year, when they were sold, or condemned for trifling sums." The *St. Lawrence*, 112 guns, sold for—twenty-five pounds sterling.—*M'Gregor's Canada*.

* "Having an opportunity, at this place, (Kingston) of visiting a portion of the

Do we forget with what ease Telford and M'Intosh passed over during the late war to Ostend, and destroyed the Navigation Locks, and thus cut off the means of military transport of stores and necessities? Yet still the delusion is kept up, and a colour is thus given for this yearly expenditure.

The truth is, these Canals, and all artificial water communications, are but aids to commerce and agriculture, and the incidents of peace. But in time of war, much less as an implement of war, and along an extended boundary of two hundred miles, still a wildness rough from the hand of nature; to consider it practicable to maintain, or even protect these works and extended embankments from destruction, is little short of delusion.

If, then, in a military point of view, we have had abundant proof of wasteful extravagance and ignorance,* what confidence can we have in those who have projected, and for eight years have been carrying on these expensive works under pretence of sustaining warfare by means of artificial Canals and river embankments, two of which actually dam up the water to no less a height than forty-five feet.

In truth, the pretence of military means of defence, appears to

" Rideau Canal, by a ride of a few miles *into the forest*, I procured horses for a young fellow traveller and myself, and in a delightful afternoon, with a genuine American for our guide, we started on our excursion. We had a pleasant scamper through the woods, and in due time reached the Canal. *Some very fine locks have been constructed here of solid masonry, and beautiful workmanship, but executed, I should think, with no very rigid considerations of economy or expense. An extensive embankment has been formed to deepen a shallow lake, and the Canal from this point will very soon be opened into Kingston Bay. The log huts, &c. are Government property, stamped with the broad arrow, and the inmates, I regretted to observe, stamped also with the sickly hue of an aguish district.*"—*Fergusson's Tour in Canada.*

* It is a rare and curious sight to look upon a fleet of large ships of war laid up in ordinary in a fresh water lake so remote from the ocean. Long may it be ere the Temple of Janus shall again be opened; but should Ontario and Erie be yet destined to bear the armed navy of Britain, it is hoped that her rulers may discover the waters to be fresh. To send out, at an enormous expense, from an English dock yard, the complete frame work of a frigate (even to the article of wedges), was bad enough; but to add a regular set of water-casks, which a bucket was ready at any moment to supersede, may well be termed the acmé of improvidence and waste."—*Fergusson's Tour in Canada.*

have been intended but as a pious fraud on the mother country, and no doubt adopted to quiet the scruples of those who would have resisted the extravagant expenditure, had it been broadly announced on the ground of constructing inland commercial navigations, in aid of those interests (particularly the Agricultural interests) in which she was so soon to become the rival of England and in the English market.

But before we close the military view of the subject, let me make a few observations on the Shannon with respect to military movements.

The river Shannon runs through the centre of Ireland—the town—the depot—the Fortress of Athlone stands in the centre of the kingdom, and on the banks of this river.

The Depot, and Fortification of Shannon Bridge, is also situated on this river. The Depot and Garrison of Limerick is also on its banks.

Its waters, though they might, at but a trifling comparative expense, be the means of communication between those three garrison depots, and through the territory of ten Counties, yet the intercourse and exchange of regiments and stores, is carried on over mountains and bogs, and the worst roads. Their regimental intercourse also, and even the removal of baggage, which by water might be available within a few hours, now requires long harassing marches on every change of quarters.

I have myself witnessed, with regret, the fatigues and distresses of regiments marching in the winter season, and on lines sometimes parallel with the Navigation, between those garrison towns; while the troops were expressing their opinion in strong and not very complimentary language of the unwise policy which suffers so easy a means of military intercourse to remain unavailable. In a military point of view then, the policy of withholding our contributions on Canada Navigations, or at least of extending them to those in Ireland, seems unquestionable.

I will now consider the question in reference to another of its bearings, and shew how decidedly it commands the best exertions of England, and the most liberal aid from the public exchequer; I mean that of *emigration from Ireland into England*.

It is too much the practice among English Journalists and Poli-

tical Writers, to indulge in complaints against Ireland, and ascribe much of the burthen of their own poor's rates and distress to the "hordes of half starved mendicants, which Ireland pours into this country, to the ruin of the agricultural labouring population, and the depression of the value of their labour." I will undertake however, to prove to those politicians, that this very question of giving to Ireland the benefit of Water Communication along the course of the Shannon, is more intimately connected with that subject, than is dreamt of in their philosophy.

"The strongest ground of grievance," says an intelligent writer, "that we have ever heard alleged against us by intelligent Irishmen, unembued with party feelings, is, *the total neglect and ignorance of their Country, that prevails amongst the people of England.*" It is almost incredible how little is known of this,—one of the largest both in area and population of the four divisions of the Kingdom. Let any one of our readers take a person of average intelligence, and ask him which is the largest River in the United Kingdom; he will probably answer, the Thames, the Humber, or the Severn: it is ten to one against his naming the Shannon."

"We will venture to say, that there are as many individuals in England, conversant with the City of New York, and the course of the Hudson, as there are who are acquainted with the topography of Limerick, and the banks of the largest River in the British Empire."*

As an instance of this prevailing ignorance, I may mention the erroneous ideas entertained in England on the subject of the Emigration "*of the Irish*" during harvest season into England.

It is alleged, that the Irish are a migratory race—that whatever might be the state of things at home, they would still wander in the hope of gain, or the desire for change. Do these writers and complainants know what class of Irishmen they are, who thus "infest their shores, and swarm like locusts over their harvest plains?" When they talk of "Irishmen" emigrating to England, do they know what they say? Do they imagine that the four provinces of Ireland are in the habit of supplying each its quantum of paupers, to swell the stream of travelling mendicancy? Do they know the

* England, Ireland, and America, by "a Manchester Manufacturer."

fact, that these "hordes of Irish mendicant labourers" come from a single district, of a single province;—that that province is Connaught, and that district is the district of the Upper Shannon?

That every individual pauper who pays his annual and unwelcome visit to England, crosses that Shannon where it is above one hundred and fifty miles from the sea; leaving it an unprofitable waste of waters, and wondering that it could not be made useful, like what he hears of the Rivers in Canada, in the descriptions sent home by his relatives who have emigrated there: or, like what he sees in his annual trip to England, where he goes to exchange his labour for its value, among the endless web of British navigations, and its six to seven thousand miles of Rivers, Canals, and Railroads, (of which latter there are at present in course of construction above one thousand miles, more than double the entire water communications, of all descriptions, in Ireland) and which give life and health to its agriculture, its commerce, and its manufactures.

The great district also between Limerick, Cork, and Kerry, which is equally in want of the means of commercial intercourse, sends out its harvest emigrants. These however, with many from the Upper Shannon, pass into the midland districts of Ireland, for the harvest labours, producing there the same effects that are complained of in England.

These harvest labourers come into England from that part of Ireland alone, where labour has no market; *because the produce of labour is without a remunerating one*; namely:—the district beyond the Shannon—that *nidus* of Emigration, which contains a population of above a million of inhabitants, and which I have shewn is double the entire population of both the Canadas: and oh! shame on our legislature, that this very portion of the Shannon, where the want of water communication and mercantile intercourse is most felt, and would be the best corrective of the present lamentable condition of the people, *is the very portion which has for a series of years been in the hands of Government and under their immediate direction.*

Whoever heard of Irishmen emigrating to the English harvest from the provinces of Ulster or Leinster, or Munster? Let Parliament then ask, Why shall Connaught be the exception? Nay,

*why shall this one district of Connaught be the exception, the pale within the pale?** Has it never occurred to our statesmen, (at least since the legislative union) to ask, whether this cannot be prevented, and this present plague-spot of the English, be brought within the influence of useful civilisation? Why we cannot create employment for this population at home; and thus convert their wretched hovels and half laboured fields, into comfortable cottages and scenes of improved agriculture? Why these migratory paupers, instead of depriving the English agricultural labourer of his livelihood, and depressing his condition in the very heart of England, may not be rendered, *in their own home market of Ireland*, thankful British subjects and consumers of British manufactures, and why it is not as well worthy considering how these Irishmen are to be provided for, and employed, *before*, as *after* they have emigrated.

In a despatch, signed Henry Goulburn, so long back as the 20th of November, 1817, the subject of the situation of Irishmen in Canada, was considered important; whereas their situation *in Ireland*, and *before Emigration*, has since been unattended to. "His

* The late Colonel Page observes, "That noble River, *the Shannon*, which, with "its affluents, ought to have been used as a means of intercourse, has been *nothing* "else but the ditch of a fortress for intercepting the communication with the rest "of Ireland. It was near its banks that the last battle, that of Aughrim, was "fought, and the last citadels which held out were those of Athlone and "Limerick."

"From Connaught, after the potatoe is planted, its inhabitants emigrate for "their summer labour. They come chiefly over the bridge of Lanesborough to "Dublin, to supply and overstock the labour markets of the northern counties of "England. Southward, they emigrate also, but not into England. The harvest "of the fertile plain forming the counties of Kildare, Carlow, Queen's County, "and Kilkenny, which are the parts of the second division we have been enumerat- "ing, absorbs the whole of their labour. But after they have returned, and "the earnings and stores of the summer are exhausted in unfavourable seasons, "this district of the west becomes the seat of famine, and too frequently of insur- "rection. It is here where self preservation begins its war against property. In "this district there are few or no roads by means of which supplies can be ob- "tained. It was from thence that in 1803 and 1817, and other years of distress, "the famished population rushed over the remainder of Ireland in a state of men- "dicancy. Beggars (says the Report of the Board of Health) seizing on provi- "sions; there was an influx of mendicants to such a degree that it was emphati- "cally said, the whole country was in motion."

"Lordship" (Lord Bathurst), observes the despatch, "cannot but consider it important by commencing such an undertaking, (one of the Canals of St. Lawrence) to afford means of support to those numerous emigrants who have lately proceeded from the United Kingdom to Canada, and who, in the event of not being employed, must either be thrown a burthen upon the Government, or be left in a state of absolute want and misery." I ask, why was not this language applied to those very emigrants before they left the banks of the Shannon, rather than after they had arrived on the banks of the St. Lawrence? Is this omission to be attributed to official negligence or to design? Is this infatuation, this madness, the result of ignorance, or want of sound views and foresight? or, is there, *method in this madness*? Is it intended as the means of supplying Canada, with a hardy, laborious, and poverty-stricken population? (the materials most wanted in such a country.)

This letter of Mr. Goulburn, was written under directions of a "*treasury minute*," and, in reply to one from Lieut. General Sir John Sherbrooke, "stating the necessity of sending out a competent civil Engineer, to superintend the execution of the proposed canal." Had that competent civil Engineer's instruction been, to superintend the execution of a navigation in Ireland, from Lough Allen to the sea, there would not have been the distress and the four famines, and the famine of 1835, now approaching, and the half million of charitable subscriptions from England, which have marked the course of the last fifteen years.

I say, then, bring this portion of Ireland on a par, as to home employment, with the remainder—the north, the east, and the south. Give it the first element of employment, by giving it the means of sending its produce to market, on terms that will repay its production; and not, as justly observed by Mr. Rhodes, allow "the profits, if any, to be consumed by the mode of transit," and you will, in a few years, so raise it in the scale of civilised nations, as to do credit to your wisdom, and amply repay you both by a saving in the expense of governing, and an increase of revenue.

Now let me illustrate the state of things in this great division of Ireland, by supposing a case:—let me suppose you take any great, and now flourishing, district of England, of a hundred miles in

length, by fifty in width. Suppose you destroy its canals, block up its rivers with shoals and weirs, and give no exit for its produce to a market, but over forty to fifty miles of bad land carriage. Suffer its rivers, periodically, to overflow districts of thousands of acres, so as to injure both the land and the atmosphere. Shut up the greater part of their High Roads, and cut off the communications with their *now* navigable rivers. Destroy all implements of commerce; their barges, cranes, their wharfs, and warehouses; and, finally, suppose this district to contain two millions of Inhabitants, one half of whom shall, periodically, be driven by famine, to depend on charitable assistance for existence.

Look now at the state of things we shall have thus produced, and imagine what would be the result at the end of even a few years.

But, however distressing the picture, we should follow the parallel still closer. We must suppose this state of things going on for ages; and while the land continued unimproved, the rivers unrestrained, and the wastes unreclaimed; the population, the human beings on its surface, had also continued unimproved—their ignorance, their feuds, and distractions unmitigated, their superstitions unenlightened, their wildest passions unrestrained by moral culture, and their habitations, as rude and unfitted for social advancement as the first log houses of the Canadian Indians. Add this feature of moral depression to the physical deprivations of the land, and who will deny that this picture is the picture of desolation?

But let us restrain our imagination. This is not a fancy's sketch. It is the portrait of a living subject. It is a true delineation of the actual condition of one half the Province of Connaught, which now curses that very Shannon as the means, for ages, of separating it from the civilized world.

Let me now put it to the common sense, the feeling, the humanity of a British House of Commons, and ask, ought such things to be?

Is it unreasonable, then, to charge the Legislature of this or any other age with ignorance of the true principles of Government, if they have neglected to apply a remedy to such a crying national evil? Will any individual have the hardihood to doubt, that to remedy this monstrous state of things,—“to stand between the living and the

"dead, and to stay this plague," of desolating pauperism, would be a "great public good"—an "important national object."

Is it unreasonable that this population (imitating the migratory birds which periodically visit their lakes, the only link between them and more genial or civilized states with which they are familiar), should issue forth in "hordes" from their rude habitations and unthankful soil, to barter their labour for that remuneration which they cannot find at home; yet, with their sympathies unsubdued and unforgotten, still returning, like those very birds, to that home, which, with all its faults and deprivations, is still the home of their affections?

On this head of emigration, then, were there none other, I would rest the claims we have on England in favour of this pauper district, and of ameliorating the condition of this pauper population.

Let Government at once proceed with this work of sound policy and heavenly mercy. Let them give to this River a new destiny. Let the Provinces which it has hitherto estranged, be henceforward found ministering to each others wants. Instead of a line of separation, let it become the bond of connexion and reciprocal advantages; and let it hereafter be said of the waters of the Shannon, as may with truth be said of the great waters of the ocean, that as in the wisdom of Providence they were originally the means of separating the inhabitants of the earth into nations and kingdoms, so they are now, by the skill and enterprise, the labour and ingenuity of man, the means of bringing those kingdoms again into union, and rendering them mutually the instruments of each others happiness.

Let it not be said that the reference to Canada, on which I have dwelt, is foreign to the subject. It is on the contrary, of the very essence of the subject, namely, the comparative policy of appropriating British capital to the development of the internal resources of a *home*, or a *foreign* country.

It is alleged that Canada is unable to create its leading navigations of herself;—so I say is Ireland. That it is the interest of Great Britain to continue its connexion with Canada, and retain the good will of its population;—so it is of Ireland. That the separation of Canada from Britain is threatened;—so is that of Ireland. That Canada, in fact, is but an infant state, as to its means of giving the first impulse towards developing its own resources;—so I contend

is Ireland, at least that great section of Ireland of which we have been speaking.

When therefore we consider the relative value of a *home*, or a *foreign* expenditure—the creating internal, commercial, and agricultural intercourse in *Canada*, or in *Ireland* (the extent of population and beneficial results being all in favour of the latter;) when we consider the comparative mischief of pauperism and want of employment in *Canada*, or in *Ireland*; when we consider that the operation of these causes in one year alone in Ireland, required, in self-defence, a subscription from England of £300,000 to stop actual famine, and that this subscription amounted to double the whole revenue of Upper Canada; when we estimate the value of putting a stop to pauper emigration to England, *by making the Irish prosperous at home, rather than by preparing Canada to receive them*; when we review the subject in all these bearings, I will not insult the sense of Parliament by doubting what would be their inference.

But I do not undervalue the policy of preparing Canada, and all British America, for the overflowings of our own redundant population. The importance of colonization by British subjects; carrying to the new world, the language, habits, and customs of the mother country, is unquestionable. But I do question the lavish expenditure, the ultra liberality towards that country, *while a policy, the very reverse, is adopted towards Ireland*. It may be said this is a question as to the extent, to which the new Colony shall be encouraged. I contend, it is not a mere question of degree; I grudge not these Canadas' even a Benjamin's portion. But this is a question of excessive indulgence, against positive neglect—of repletion on the one hand, and starvation on the other.

There are so many natural advantages in favour of settlers in untaxed Canada, compared with "*the labour for existence*" in Ireland, particularly in the great district I allude to, that it was enough, by securing the stability of property and giving wise laws to the Colony, to ensure its prosperity.

Can we wonder that this favoured Canada should be a cheap country? We volunteer to pay a sum in relief of the home exchequer of these two Canadas (and in which are the thriving towns, Quebec and Montreal), equal to one fifth of their entire collected

revenue, and this truly, to develop their resources and enable their distant provinces to bring their produce to our markets, so cheaply and expeditiously, that they may undersell our own producers.*

This is indeed giving to those that hath, and taking from others even the little that they have. Are we then to go on for ever in this costly maintenance of their navigations and the further developing their resources? Are we to stint and starve our Irish navigations, that we may be liberal and lavish on theirs, although the population to be relieved and benefitted on this, our Irish Navigation is double that of both these Canadas?

I have hitherto spoken of the neglectful policy adopted by England towards Ireland, compared with the liberal encouragement, and the ready hand and purse held out towards Canada, and without any reference to the great *questio vexata*, the Timber question. I have I think demonstrated, that impartiality is not the ruling principle.

Let me now say one word on the subject, with reference to the encouragement extended towards public works in *England* and *Scotland*, as compared with *Ireland*.

Of the Caledonian Canal, and Highland Roads and Bridges.

I do not complain that Scotland has had a liberal share of British funds, in aid of her great navigation, the Caledonian Canal. I rejoice at it; and though hitherto it has not been beneficial to the extent desired, I trust, it will not fail, ultimately, to repay the liberality of a British Parliament.

I here merely contrast the late efforts in favour of the Great Caledonian Canal, with our Hibernian Canal.

Total Expenditure, making the Navigation of part canal, part rivers and lakes.

Management, law, and travelling expences	£39,714	6	10 $\frac{1}{4}$
Timber, and carriage thereof	72,769	17	9 $\frac{1}{4}$
Machinery, cast iron work, tools, and materials	129,717	2	2

Carried forward £242,201 6 10

* By means of the navigations we have created in Canada, wheat, flour, and other produce may be brought from even the most distant provinces, to Liverpool, after crossing the Atlantic, sooner than from the district of the Upper Shannon, if brought down that river, as shewn by the case already noticed.

<i>Brought forward</i> £242,201 6 10			
Quarries and masonry	200,264	3	5 $\frac{1}{4}$
Shipping	11,721	16	2
Houses and other buildings	5,656	13	9
Labour and workmanship (day work)	62,723	17	4 $\frac{1}{4}$
Labour and workmanship (measure work) . .	418,696	5	4 $\frac{1}{2}$
Purchase of land, and payments on account of damage	48,123	4	11 $\frac{3}{4}$
Purchase, and hire of horses, and provender .	3,742	10	11 $\frac{3}{4}$
Incidental expences, including interest to Bank of Scotland	4,097	3	4 $\frac{1}{2}$
Road making	4,579	3	6 $\frac{3}{4}$
Total cost of this Navigation -	£1,001,811	5	10 $\frac{1}{4}$

By the last Parliamentary Report on the Caledonian Canal, I find the following:—

	Receipts.				Disbursements.		
	£	s.	d.		£	s.	d.
1831	2,144	7	11	- -			
1832	2,029	18	0	- -	3,742	5	7 $\frac{1}{4}$
1823	1,970	9	11	- -	3,706	10	0 $\frac{1}{2}$
1834	2,077	2	11	- -	3,802	19	5

This, observe, is for one work alone, one great leading line of inland navigation. Again, half a million has been appropriated to the opening great lines of public roads, “the Highland Roads and Bridges,” on the principle of half grant half loan. It is enough, in justification of the expenditure on these roads, in the words of the late Mr. Telford, that able engineer and excellent man, that “*they have advanced the country one hundred years.*”

Again, Government pay one half the cost of maintaining these roads, equal to a grant of £5,000 a year. Whereas, in Ireland, all new roads are not only made, but maintained by the system of Grand Jury Presentments, that is, by a taxation of the landholders in the counties through which they pass; it being also notorious, that the districts most in want of such new roads are those least able to bear such taxation.

Again, independently of other public works, £265,000 is in course

of being advanced, for the improvement of Leith harbour, at an interest of 3 per cent.

Again, the principle on which roads in general are made in Scotland, is that of a moiety provided by Government, where the other moiety is provided by the counties, or the heritors. A liberal and wise principle in a country yet unable to supply these necessary aids for intercourse by parish presentments, or by the means of private capital.

Now it is a fact, that the entire expenditure on all the Irish navigations (including the two great Canals) has only amounted to three millions. So that we find Government, in the last few years, liberally, and I add wisely, bestowing a sum for these great national objects in Scotland, equal to one half the entire expenditure of capital, both *public and private*, in Ireland, during the last century. Is this even handed liberality?

Now let us see what encouragement has been given in *England*, for public works and aids to intercourse and commerce.

Loan advances for public and private works in England, canals, drainage, public roads, harbours, goals, &c.

Advances by Exchequer bills	£5,500,000
Of which two hundred thousand pounds was transferred to Ireland, and lent under the late Loan Commissioners	200,000
	£5,300,000

In Detail.

On canals, rivers, drainage	£1,298,100
Harbours and docks	312,000
Bridges, ferries, and Thames tunnel	464,300
Fisheries	33,700
Water works	27,000
Roads and railways	955,400
Improvement in cities and towns	701,050
Collieries and mines	303,700
Churches and parish relief	90,000

Carried forward £4,185,350

	<i>Brought forward</i>	£4,185,350
Colleges		108,000
Law courts, goals, and asylums		267,900
		4,561,250
	Unappropriated -	738,750
		£5,300,000

	Interest.	
About 760,040	at 5 per cent. per annum.	
7,775	„ 4½	„
1,173,150	„ 4	„
94,300	„ 3½	„
35,900	„ 3¼	„
140,100	„ 3 0 10	„
Remainder at - - 3	„	

It is here worth observing, that the early advances were made at high rates of interest, but that under a wiser policy, the terms have been diminished. Thus we have the rate beginning at *five*, and descending to *three* per cent., as in the case of the Leith harbour, in which the repayment is at the rate of two per cent per annum. Yet, for advances made in Ireland, the poorer country, the terms are four per cent. interest, and four per cent. repayment of principal.

On the whole then, we find that since the loan system was introduced, in 1817, no less than £5,300,000 has been lent in aid of public works in England, and on favourable terms; while a meagre sum of £200,000 was advanced under the late Irish Loan Company, and the sum of £500,000 under the present Board of Public Works in Ireland; £100,000 of which however was lent to the Ecclesiastical Commissioners.

The only observation I shall make on these aids in favour of England and Scotland, is, that they were wise, liberal, and judicious; I cannot however say the same of what Great Britain had done for the Canadas.

If then we are really desirous of benefitting our American colonies, let it be on some system which will more closely unite those colonies with the mother country, rather than one which,

while it tends to make them the rivals, rather than the allies of Great Britain, has failed to produce one feeling of attachment or satisfaction.

We have hitherto held our transatlantic Colonies by the sword alone. Let us study to retain them by the bonds of mutual benefit, and an identity of interests. The policy of England has hitherto been misdirected. We have gone into the remote districts, even to the wildernesses, in the vain hope of "forming a loyal and warlike population on the banks of the Rideau and the Ottawa," while we have alienated the head and heart of the Nation.

We have given a direction to the development of their great unsettled tracts, as if our main objects was to enable them to rival and "undersell" us in our home markets, or to prepare them for the purposes of emigration from the United Kingdom.

We have no means of securing, or even reaching Upper Canada, whenever its population may please to prefer a union with the United States: for as to a dependance on the silly Rideau Canal as a military object, that is now given up. Our more valuable sea-coast provinces are, on the other hand, not only within reach, but available for all the purposes that colonies can be to a mother country.

Let us then connect these sea-board provinces more intimately with the United Kingdom. Let us attach them by a more intimate union, and by facilitating and extending our mutual intercourse; for this is the true principle of union and attachment.

Fully appreciating the great importance of retaining an influence with British America, I cannot avoid here observing on the facilities which steam navigation has given to the increase of this intercourse; the importance of a steam establishment for the transmission of passengers and correspondences, between Great Britain and her Colonies, and the sound policy of Government promoting the application of private capital to such a purpose. Upper Canada may be alienated—the remainder, cannot be lost, so long as we hold a naval superiority. Through those sea-board provinces alone, our dominions in America are to be maintained; and this furnishes additional motives for increasing and cementing their connexion with the United Kingdom.

I would have added some observations further, in illustration of

this subject, but finding them to my hand, I prefer giving the authority of others. (See appendix.)

I may observe, that at present the correspondence, commercial, political, and military, with our own provinces; and much also of the intercourse, is mainly carried on through the United States—principally New York. It is in our power to reverse this. The progress of steam navigation has been so extended and improved, that there can be no doubt of the practicability of the measure of connecting the United Kingdom, by a regular line of steam vessels, with our American provinces, and through them with all the western world. Hereafter, it will be found to be a race between the United States and the United Kingdom. The position of our colonies, however, is so decidedly superior, that it must be our own fault if we allow others to be the medium of this extended connexion between the eastern and western hemispheres.

APPENDIX (No. I.)

*Remarks on intercolonial and transatlantic Steam Navigation.**Extracted from M'Gregor's British America.*

THE mutual advantages which one country derives from another, increase in value and magnitude according to the increased facility of mutual intercourse and transportation.

When a communication is opened with a country, that will enable us to visit it in a certain given period of time, the intercourse is increased in the same ratio as the certainty of arriving at, or returning from, that country more speedily, is greater than by any previous mode of conveyance.

For, when the means of receiving intelligence from, and visiting distant countries, are rendered certain and speedy, mutual transactions, and adventurous undertakings are entered into with much greater faith and spirit, than when the intercourse depends on the uncertain length of voyages, subject to the direction of winds, and to the duration or frequency of calms.

These considerations apply most forcibly to the amazingly vast advantages that would inevitably attend the establishment of a *line of transatlantic steam packets*: not only as respects His Majesty's Empire in North America, but also as regards the United Kingdom; and particularly as bearing on the great movements of Emigration.

Steam is the mighty giant that Great Britain can send forth to bring her possessions in America, and the West Indies, within half the distance, morally speaking, that they now are to Europe. It is this giant that may enable England to grasp more effectually the vast resources of her maritime Colonies.

Since the establishment of steam navigation along the Coasts of Great Britain, and between England and the Continent, and particularly between England, Scotland, and Ireland, the consequent advantages are too well known, and too justly appreciated to be questioned.

If we visit the United States, we find all their Coasts and Rivers navigated by innumerable steam vessels. There are more than three hundred navigating the Mississippi and the Ohio. The magnificence of the steam vessels on the Hudson is not surpassed, if equalled, in Europe: they are, in fact, splendid floating moveable hotels. A few years ago, small sloops, *bateaux*, and canoes, were the only vessels that navigated the St. Lawrence, between Quebec and Montreal: the British manufactures were usually sold from twenty to forty per cent. higher at the latter than at the former place. At pre-

sent, there are ten or twelve powerful steam vessels, equal in beauty, swiftness, and magnitude, and superior in accommodation for passengers to our steam ships in these Kingdoms, plying between Quebec and Montreal; and the commodities are in consequence, now purchased at equal prices at both places.

The Ottawa and the Lakes of Canada are also navigated by steam vessels. A steam ship, the *Royal William*, of about 1200 tons, navigates the sea, *between Halifax and Quebec*. There is another employed at Halifax, and *three at St. John's, New Brunswick*, one of which goes daily between that city and Fredericton, another crosses to Annapolis, from which stage coaches run to Halifax; and a third plies between St. John's, St. Andrews, and the United States.

All this has been done in a few years; and as certainly as the population of our Colonies will increase, so will also the number of vessels, propelled by steam power.

As to the dangers of the Atlantic, they are far from being so formidable as people generally imagine. It has been my fate to have crossed that ocean several times, at all seasons of the year, and sometimes during the most tempestuous weather; and I feel perfectly safe in saying, that the sea in the Irish or English channel, or in the Gulf and River of St. Lawrence, or even the Lake Ontario, is much more dangerous for steam ships to navigate during stormy weather, than that of the main ocean.

The Legislatures of all the North American Colonies voted certain sums to encourage intercolonial Navigation. The House of Assembly of Lower Canada voted £3,000, to persons or companies, who would cause a steam vessel to be regularly navigated between the Ports of St. Lawrence and Halifax, for four years. The House of Assembly of Nova Scotia, voted £1,500 to encourage the same object. The Assembly of New Brunswick voted £200 the first year, and £100 each for two succeeding years, provided that the steam packets should touch at Miramichi; and the Legislature of Prince Edward Island voted also a sum on similar conditions.

The excellent coal which abounds in Cape Breton and Nova Scotia, is not only admirably adapted for the furnaces of steam engines, but it affords an advantage which the United States do not at present possess. This coal has lately been carried, for the use of steam vessels, to New York and some other places.

Valentia is an excellent harbour, and a very proper place for steam vessels to touch at, as their last point of departure from Europe.

From thence across the Atlantic to St. John's, Newfoundland, (during summer) and then down to Halifax, as the most important place in America, and one of the finest harbours in the world. From Halifax harbour, *which is open at all seasons, and which is another great focus of intercourse, there are roads leading to all parts of the Continent of America, and daily communication by water*. The importance of touching at St. John's, Newfoundland,

is very great. It is only a few miles out of the way, and it is the only Colony to which a mail is not regularly sent, although the chief business of the island requires the earliest information from other countries. It may also be found convenient and profitable to touch at Sydney, Cape Breton; where, close to the water's edge, are the coal mines of the General Mining Company.

APPENDIX (No. II.)

*Extracts from a Tract, entitled, England, Ireland and America,
By "A Manchester Manufacturer." 1835.*

Contemporary with any plan of emigration, other projects for the future amelioration of the fate of that miserable people (the Irish) must be entered upon by the British Parliament; and we should strongly advocate any measure of internal improvement, which, by giving more ready access to the southern portion of the Island, would throw open its semi-barbarous region to the curiosity and enterprise of England.

Steam navigation has already given a powerful stimulus to the industry of the Eastern maritime counties; and if, by means of railroads, the same all powerful agent could be carried into the centre of the kingdom, there can be no doubt that English capital and civilization would follow in its train. Every one conversant with the subject is aware how greatly the *pacification and prosperity of the Scotch Highlands were promoted, by carrying roads into those savage districts. Similar effects would doubtless follow, if the facilities of rail-road travelling were offered in Ireland.*

We will here introduce a scheme to the notice of our readers, which, whilst we gladly acknowledge, with gratitude, the source from whence it originated, we think deserves the notice of our Government.

In the New York Courier and Enquirer newspaper of December 24, 1834, appeared a letter, headed "*Traverse Atlantic*," which, after stating that the writer, on a recent visit to Europe, had suffered a delay of ten days in ascending the French Channel, from Finisterre to Havre, and of eight days in descending the Irish Channel, from Liverpool to Cape Clear, says he believes, that on an average one third or one fourth of the time is wasted upon every transatlantic voyage, in getting into or out of the European ports now resorted to. The writer then proceeds as follows:—

"The commerce of America chiefly centres in the ports of Ham-
burgh, Havre, London, and Liverpool. Each of these is distant
from the Ocean, and difficult of access. On the western coast of
Ireland there are several harbours far superior in every requisite.
As for instance, *the Island of Valencia*, which is the nearest point

“ of land in Europe to commerce. Situated immediately on the
 “ brim of the Atlantic, a perfectly straight line can be drawn from this
 “ harbour to the port of New York, the intervening transit, unobstruc-
 “ ted by islands, rocks, or shoals. The distance being less than two
 “ thousand seven hundred miles, may be traversed by steam in about
 “ eight days; and the well-known enterprise of the American mer-
 “ chants, renders it unnecessary for me to do more than to intimate,
 “ that they will avail themselves of every opening or inducement that
 “ may arise to establish the first link of intercourse by a line of
 “ packet boats.”

The advantages to accrue to Ireland in particular, by thus opening
 a regular communication from New York to London, in twelve, and
 to Paris in fifteen days, are incalculable. That island would become
 of necessity, the thoroughfare between the two hemispheres.

As any scheme of this nature must necessarily require that the
 vessels take their departure from the nearest points of approxima-
 tion of the two hemispheres, Ireland would thus become the starting
 place for all Europe; and it is scarcely possible to conceive any
 thing that would be more calculated to enrich and civilize that
 Country, than by thus irrigating it, as it were, with the constant tide
 of emigration to and from America.

Presuming this to be effected, then, by means of such a plan as
 is here recommended, for constructing a line from Dublin to the
 extreme point of Munster, a traveller would be enabled to transport
 himself from the French metropolis, *via* Havre, Southampton,
 London, Liverpool, and Dublin, to Valencia Island, or any other
 point of embarkation on that Coast, in about sixty hours; and as
 the voyage to New York would be accomplished in about eleven or
 twelve days, the whole distance from Paris to America, which now
 upon an average, occupies forty days in the passage, would be ac-
 complished by the agency of steam, in about a third of that time.

That such a project, if completed, would secure the preference of
 voyagers to all parts of North America, not only from Britain, but
 from every quarter of Europe, must be apparent; that all we have
 recommended is perfectly practicable, we have no difficulty in
 believing; and that a traffic of such magnitude as is here contem-
 plated, would have the effect of imparting wealth and civilization to
 the country through which it passed, all experience proves to be
 unquestionable.

APPENDIX (No. III.)

Extract from a paper drawn up by C. Vignoles, Esq. Civil Engineer, on the Dublin and Valentia Rail Road.

The advantages afforded by railways have now become sufficiently appreciated. They comprise the civilization and employment of the labouring part of the community, the distribution throughout the whole country of useful expenditure, which the localization of manufacture and capital has before secured in monopoly to particular districts, the equalization of the value of property, and more especially, rapidity and economy of communication, thereby affording the means of obtaining an intimate knowledge of all the wants and interests of the remoter provinces.

Consequent on the appreciation of these objects has been the progress of the railway system throughout Europe and the United States.

In Great Britain, the successful experiment between Liverpool and Manchester gave birth to numerous projects, of which some have been already accomplished, and there are now in profitable operation nearly two hundred and fifty miles* of railway in various parts of that country.

Within three years the railway from London to Liverpool will be completed, besides various other great connecting lines, altogether four hundred miles† of railway are at this time in progress of construction in England alone; applications for two hundred miles,‡ including the Bristol line, are before Parliament: and companies

	Miles.
* Stockton and Darlington, and Branches	40
Liverpool and Manchester	32
Railways near Glasgow, and Branches	25
Leeds and Selby	25
Dundee and Newtyle, N. B.	12
Hotton Railway, &c.	10
St. Helens and Runcorn, and Branches	12
Wigan and Newton and Warrington	14
Clarence Railway	30
Edinburgh and Dalkeith	10
Canterbury and Whitstable	8
Seaham Railway	7
Bolton Leigh and Kenyon	10
And several others	
† London and Birmingham	112
Grand Junction	80
London and Southampton	80
Newcastle and Carlisle	60
Preston and Branches	18
Bolton, Bury and Manchester, and several others	16

‡ London and Bristol, 125 Miles, and four or five others.

are now forming for upwards of five hundred* miles, among which is, the connexion between Glasgow and Edinburgh, and between York and London; in all, nearly one thousand four hundred miles.

In Belgium, the first portion of the chain of railways between Antwerp and the Rhine, has, within these few days, been opened to the public. Hamburg, justly alarmed, is negotiating with Hanover on one bank of the Elbe, and with Prussia on the other, to secure a railway through one of those Kingdoms into Saxony, Bavaria, and Bohemia, which will not merely advantage her present trade, but bids fair to divert to *Hamburg* the commerce of *Trieste*, for the supply of Central Germany with colonial produce and manufactures.

France has tried the experiment successfully near Lyons, and the Government have publicly declared they will become partners in the lines now in progress from Paris to the coast. Even in Austria there are two very extensive lines of railroad at work.

It is, however, in the United States where the greatest impulse has been given to railways. Many hundred miles are already executed, and vastly more are in contemplation.

In the small state of South Carolina, a railway of one hundred and fifty miles in one continued line is in actual operation. The whole population of that state is scarcely three hundred thousand souls, wages are five shillings a day, and capital at seven per cent. interest; yet private enterprise chiefly has executed this great line, which is now by its success proving practically the truth of the principle long established in the minds of persons competent to judge, that railways create their own sources of revenue.

It seems incredible, that in Ireland, with a population of eight millions, multitudes of them in beggary, and too often in starvation from want of work, with wages at from four-pence to one shilling a day, and money at four per cent. one short railroad alone has yet been executed.

However philanthropists and politicians may differ about many of the causes of the sufferings of the Irish poor, however various the proposed remedies, all unite in declaring that want of employment for the labouring classes is the leading evil, requiring the application of an immediate remedy, and all experience shows that an expenditure of money on public works has invariably introduced comfort and peace to the destitute and most disturbed districts, and has increased the public revenues of the country in direct proportion to the amount of money expended. Public works, the effects of which have the great value of improving and increasing internal intercourse, trade and manufactures, must be the most desirable of any, and more so when their ultimate tendency will be to combine faci-

	Miles.
* London and York—Cambridge and Norwich	280
London, Ipswich, and Yarmouth	120
Edinburgh and Glasgow	50
London and Brighton, and several others	50

lities for foreign communication, and particularly those of a commercial nature.

Such public works are railways, the new means of communication on land, by steam : a power which on water has already been so highly beneficial to Ireland.

Carrying the line to an ultimate *terminus* at Valentia Harbour, on the very verge of the Atlantic ocean, the undertaking ceases to be considered in a local point of view, and becomes a great national work, in which Great Britain, Europe, and the Americas, would be as much interested as Ireland. We should, in fact, have arrived at a port which nautical men, statesmen, and many acute enquirers have at various times, and under different circumstances, and without communication or connection with, and even without knowledge of each other, recommended as the most eligible harbour for the foreign arrivals and departures of the United Kingdom.

The attention of the Government has often been called to the eligible situation of Valentia Harbour, and the highest naval authorities have given evidence to Parliament of the peculiar combination of advantages which it possesses as a packet station. Capt. Beaufort, R.N., and Hydrographer to the Admiralty, states, that "the first object of all vessels bound either to America, to the south of Europe or India, is to get far enough out of the Channel to be able to adopt either tack without fear of the land; the next object is, to fetch to the westward of Cape Finisterre." By sailing from the harbour of Valentia, the most westerly port in Europe, both these objects are secured. Captain Beaufort further states, that, "whenever possible, a packet harbour should have two ways of exit, like Spithead for instance." Valentia Harbour possesses this advantage, having two easy practicable inlets to an excellent receptacle for shipping, capacious, safe, and land-locked.

The intervening transit between Valentia (the nearest point of land in Europe to America) and the harbour of New York, is unobstructed by islands, rocks, or shoals, and the distance being less than two thousand seven hundred miles, may be traversed by steam packets, such as those now running between Kingstown Harbour and Liverpool, in ten or twelve days. London will thus be brought within a fortnight's distance of the Canadas and the United States. Liverpool may be reached on the completion of the English railway in ten hours from London; the average passage (looking forward to no increased speed in steam boats) from Liverpool to Kingstown is fourteen hours; and by this proposed railway of two hundred miles from Kingstown Harbour to Valentia Harbour, the run across Ireland would be made in ten hours. In all thirty-four, or at most thirty-six hours from London to the shores of the Atlantic, and on great emergencies, and with a favourable water passage, it may be reduced to twenty-six hours. The fact is almost incredible, but it is undeniable.

If, as stated by Captain Beaufort, "the establishment of a post-office packet station at Valentia would insure a saving of four or five

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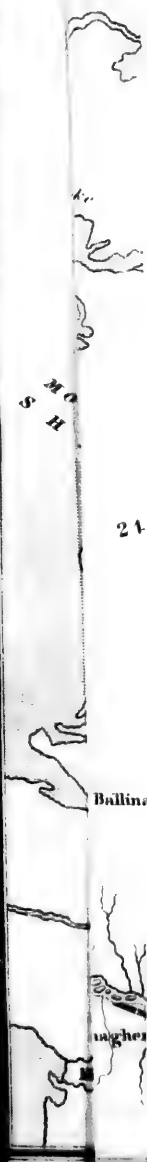
Miles.
280
120
50
50

" days in the voyages of sailing vessels," can it be doubted, that with such a ready connexion with London, Valentia Harbour will not be the great out-port of the United Kingdom, and (passing rapidly over the chain of intermediate reasoning) of France and all northern Europe. In short, Ireland would become the great highway of nations from the Old to the New World.

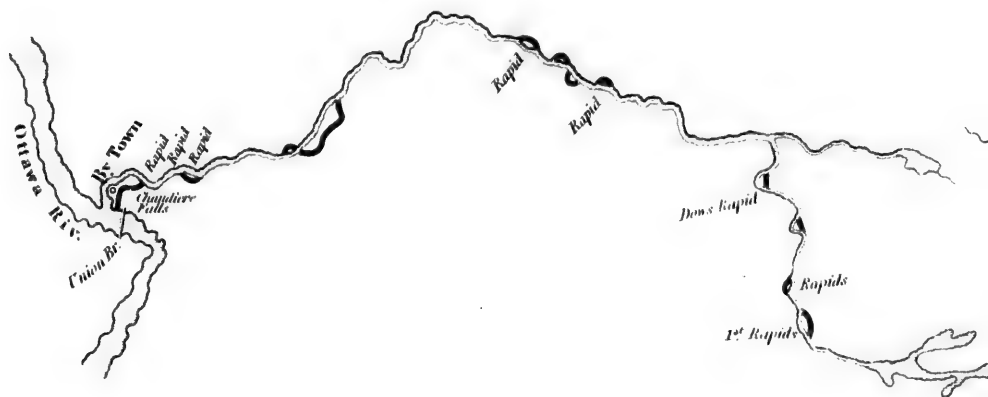
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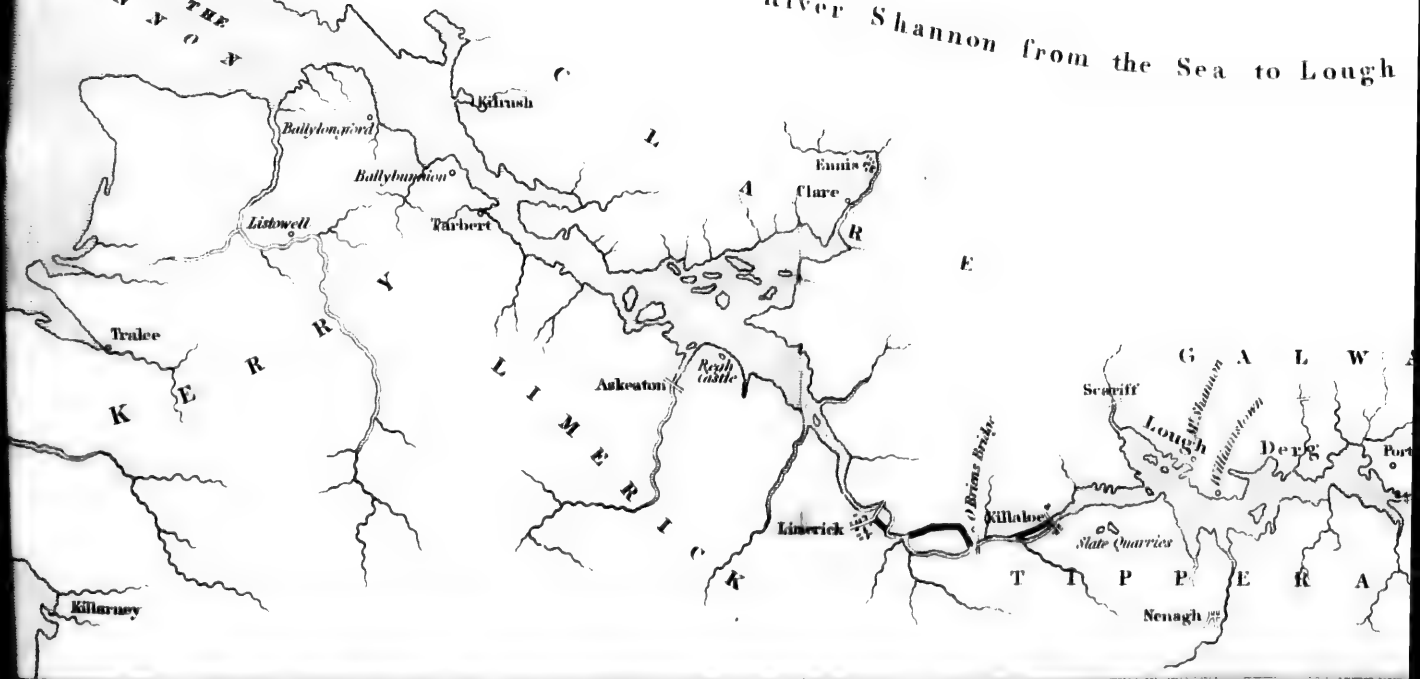


Rideau Canal from Lake Ontario



MOUTH OF THE SHANNON

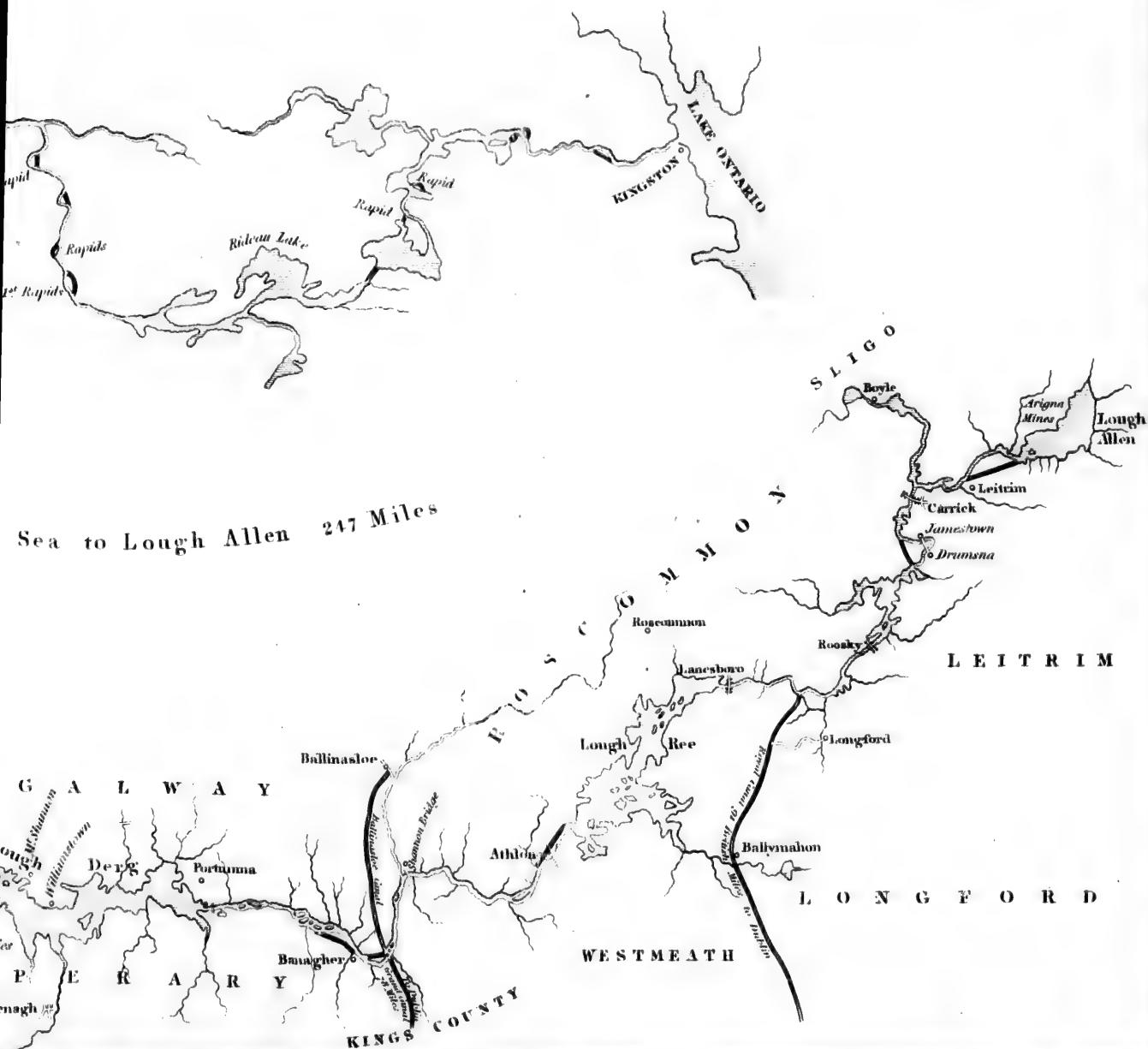
River Shannon from the Sea to Lough

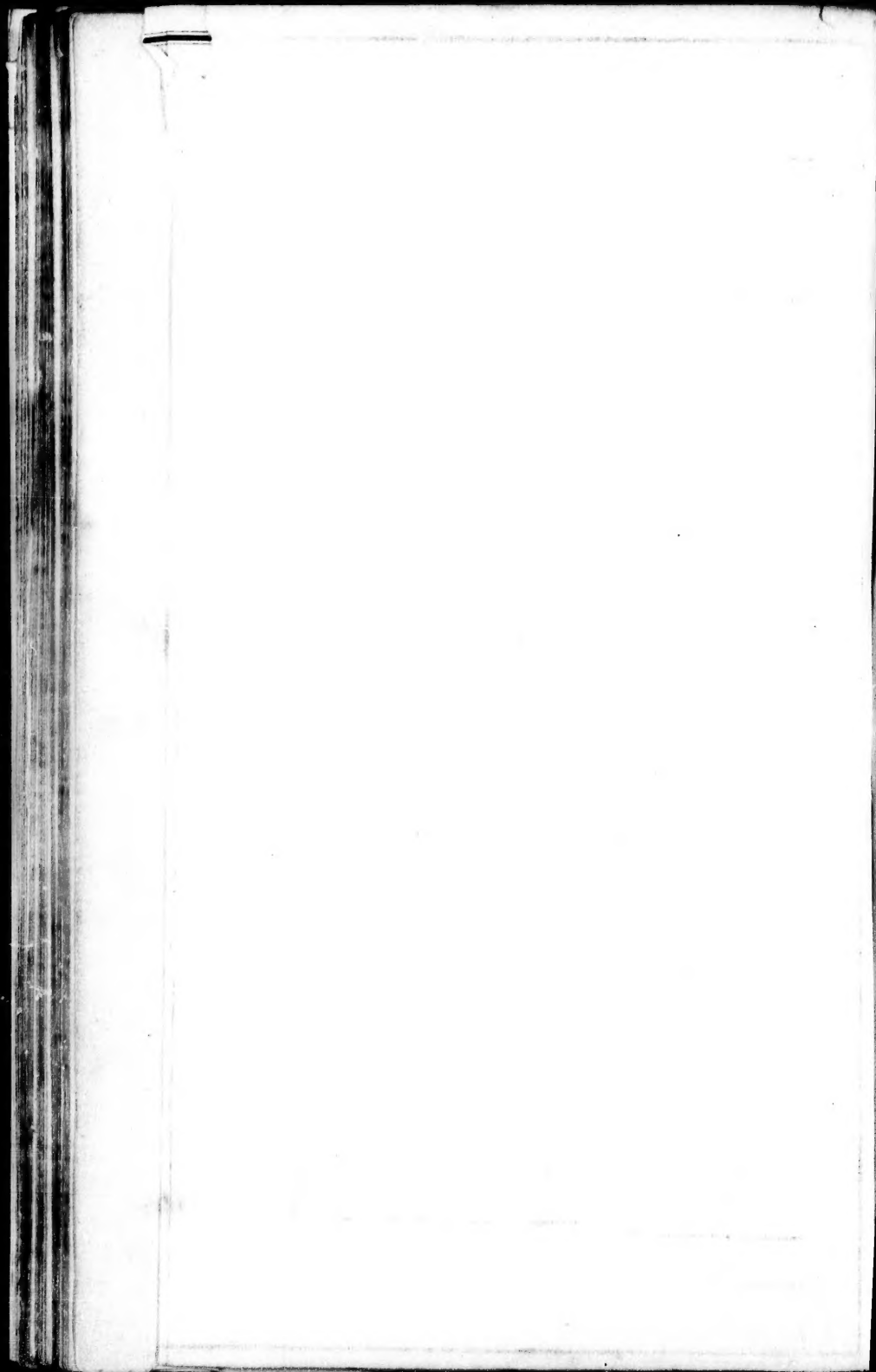


COMPARATIVE MAP
of the
RIDEAU CANAL
AND THE
RIVER SHANNON.

from Lake Ontario to the Ottawa 130 Miles

Sea to Lough Allen 247 Miles



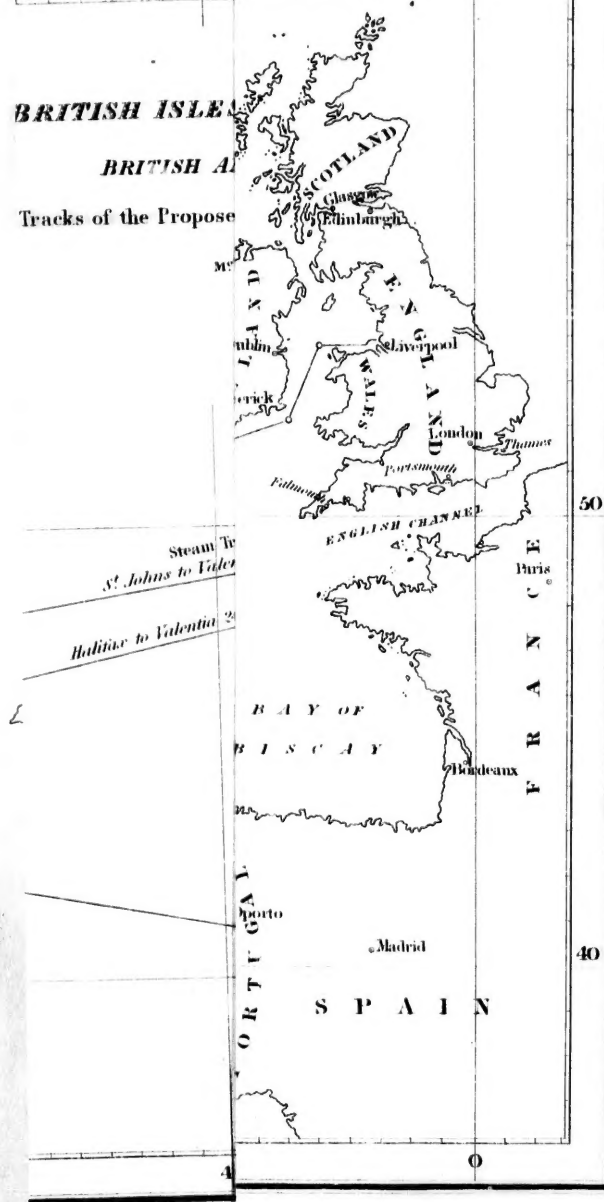


40

BRITISH ISLES

BRITISH AND IRELAND

Tracks of the Proposed



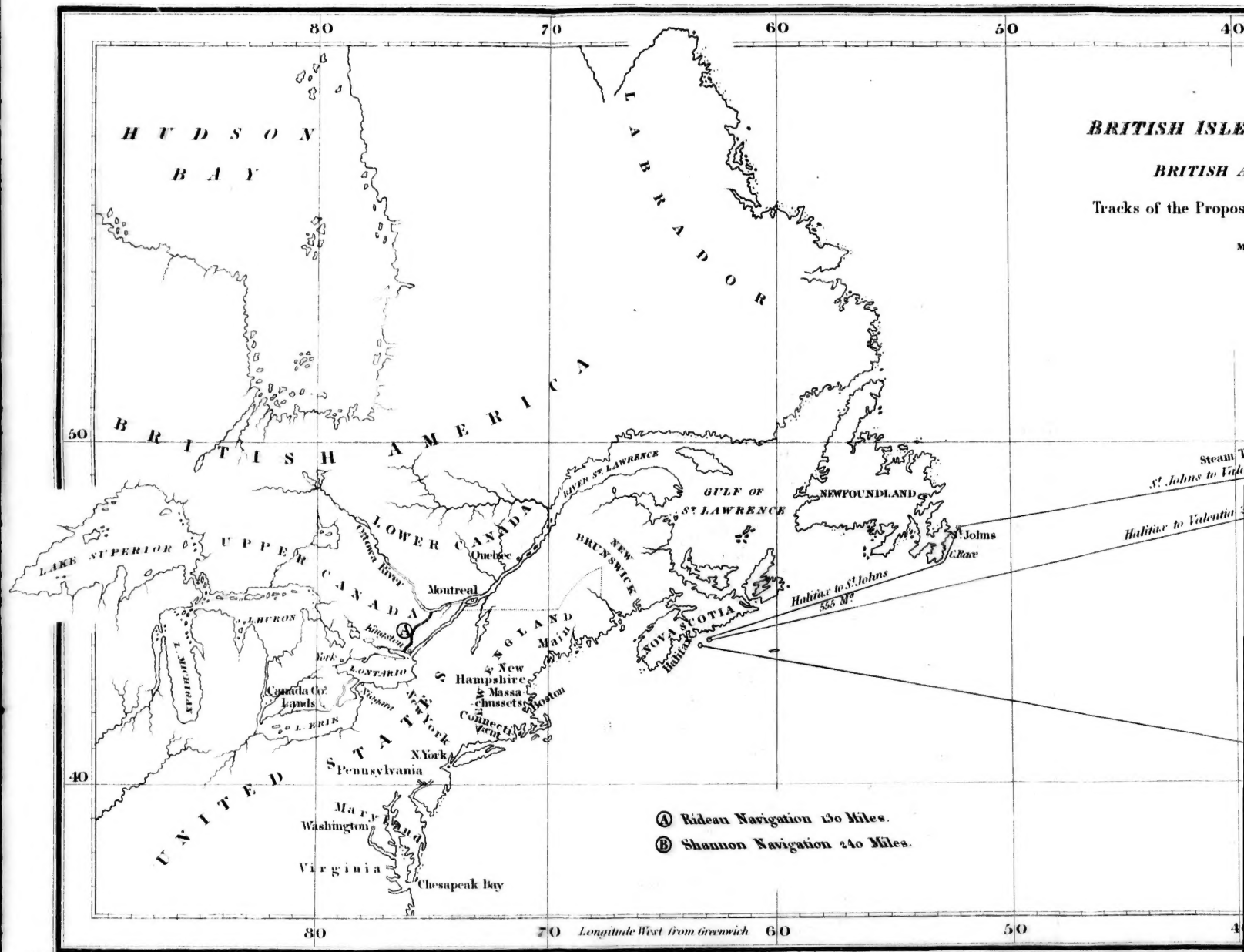


CHART
of the
BRITISH ISLES WITH THE RIVER SHANNON,
and
BRITISH AMERICA WITH THE RIDEAU CANAL.

Tracks of the Proposed Transatlantic Steam Navigation as laid down
from
M'GREGGORS, BRITISH AMERICA.

